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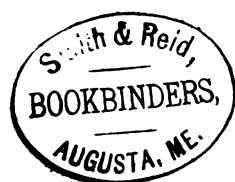
THIRTY THIRD ANNUAL REPORT
OF THE
RAILROAD COMMISSIONERS
OF THE
STATE OF MAINE
—
1891.

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THIRTY-THIRD ANNUAL REPORT

OF THE

Railroad Commissioners

OF THE

STATE OF MAINE,

WITH ANNUAL CERTIFICATES TO RAILROAD CORPORATIONS AND WITH
STATISTICAL TABLES COMPILED FROM THE ANNUAL RETURNS
OF THE RAILROAD COMPANIES OPERATING RAILROADS
IN THE STATE, FOR THE YEAR ENDING
JUNE 30, 1891, TO WHICH ARE
ADDED THE RULES,
PETITIONS AND

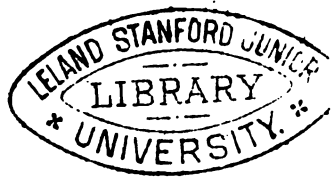
Decisions of the Board

MADE DURING THE YEAR

1891.

AUGUSTA:

BURLEIGH & FLYNT, PRINTERS TO THE STATE.
1892.



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Union Station
of the Maine Central R.R's.
Boston & Maine and Portland, ME.



PART I.

STATE OF MAINE.

To Honorable E. C. Burleigh, Governor of Maine:

The Board of Railroad Commissioners respectfully submit their thirty-third annual report as required by Section 114 of Chapter 51 of the Revised Statutes.

By reason of an amendment of the statute, relating to annual returns of railroad corporations, which requires that they shall cover the year ending June thirtieth, instead of September thirtieth, as formerly provided, the abstract of returns hereinafter published, includes three months of time embraced in the returns of the previous year, though this report, as heretofore, is for the full year ending November thirtieth, 1891. Hereafter all the returns will be for the twelve months ending June thirtieth.

This change has been made in order that the statute shall conform to the rule of the Interstate Commerce Commission and to the statutory requirements of other states.

Its object is to save railroad corporations the trouble and expense of preparing returns ending at different times, for the several states, in which their respective roads may be located, and for the Interstate Commerce Commission.

RAILROAD TRANSPORTATION AND EARNINGS.

Owing to the change in time of making the annual returns above mentioned, a comparison of the transportation and earnings of railroad corporations during the past year, with those of former years, cannot be definitely made; but, taken

as a whole, compared with former years, they show a gratifying increase in business and net earnings.

September 30, 1880, the steam railroad mileage, in Maine, was 977.07 miles. On June 30th 1891, the mileage of railroads was 1382.92 miles, an increase of 405.40 miles.

The gross transportation earnings, for the year ending September 30, 1880, were \$3,647,364. For the year ending June 30th 1891, the gross earnings were \$7,012,778.92,—an increase for the year, over 1880, of \$3,365,574.72. In 1880, the total number of passengers carried was 3,174,626. In 1891, the total number carried, was 5,502,646,—an increase of 2,334,220.

In 1880, the number of tons of freight carried, was 1,300,158.

In 1891, the number of tons carried, was 10,389,420,—an increase of 9,089,262 tons.

The number of passengers carried one mile, in Maine, in 1891, was 120,523,000. The number of tons of freight carried one mile in 1891, was 252,100,721.

The mileage of street railroads, September 30, 1880, was 6.75 miles, and the number of passengers carried was 343,510, and the net earnings as reported, were \$46,610.34.

The mileage of such railroads June 30, 1891, was 51.64 miles.

The number of passengers carried was 5,113,358, a gain over that of 1880, of 4,270,047, and an increase of earnings to the amount of \$218,710.36.

The figures above given show a vast increase in transportation and traffic by railroads, during the past ten years, and clearly indicate a healthy growth in the business enterprises and financial prosperity, not merely in railroad properties, but of the public at large.

PHYSICAL CONDITION OF RAILROADS.

During the past year the Board has made careful inspections of all the tracks, bridges, viaducts and culverts of rail-

roads within the state, as required by law. Preparatory to such examination or inspection, the Board, by circular, requested corporations operating railroads within the state to furnish them, a list of all bridge structures, and openings of more than six feet in width, on the line of such railroads, as follows :

To.. ..

Manager Railroad.....

DEAR SIR: The Board of Railroad Commissioners of Maine desiring to be informed as to the name and character of each and all bridges and open culverts on the above named railroad, respectfully request you to cause the inclosed blank sheet to be filled out and returned to the Board at Augusta, on or before April 1, 1891.

Respectfully yours,

..... Clerk of the Board.

..... RAILROAD.

BRIDGES AND OPEN CULVERTS IN THE STATE OF MAINE.

Mileage from	Name.	No of Spans	Thro' or Deck.	Form of Truss.	Wood or Iron.	Angle with Stream or Road	Length of Spans	Opening in Clear.	Date of Erection.	Name of Builder.	Remarks.

In response to these circulars, all the railroad corporations made a return giving in detail the information requested, but in some instances not with sufficient accuracy, as the Board has since found on inspection, to be entirely reliable. However it has enabled the Board to lay a foundation for a more perfect and reliable knowledge, and the keeping of a more accurate record in regard to such in the future.

Section 114 of Chapter 51 R. S. provides that "A majority of the Board, annually, between the first of April and October, and at any other time, on application or whenever they think it necessary, shall carefully examine the tracks, rolling stock, bridges, viaducts and culverts of all railroads; shall give a certificate thereof to the clerk of the corporation,

therein stating the condition of the road and rolling stock and shall annually in December, make a report to Governor, of their official doings, with such facts as they deem of public interest or which he may require."

The certificates required by the foregoing section, were made and issued to the several railroad corporations, on the seventeenth day of November last, copies of which are printed in Part II, of this report. These certificates specially show the physical condition of each road and its rolling stock as found by the Board, on the date of their issue.

METHODS OF HEATING CARS.

The several methods of heating passenger, mail and baggage cars, mentioned in our last report, are still in use, though the use of steam from the locomotive, is fast becoming general.

Heretofore this Board has by approval, permitted the use of certain heaters, other than common stoves, which have received the approval of Railroad Commissioners of Massachusetts and New Hampshire for the reason that our system of railroads, was so connected with those of the states mentioned; but learning that by legislative enactments and action of the Boards of Commissioners of those states, that such methods would not be approved after a certain date, the Board on the first day of September last issued and delivered to the several railroad corporations the following circular

METHODS OF HEATING PASSENGER, MAIL AND BAGGAGE CARS.

Section 1 of Chapter 275, Public Laws of 1889, provides as follows:

"No passenger, mail or baggage car, on any railroad in this State shall be heated by any method of heating, or by any furnace or heater, unless such method or the use of such furnace or heater shall have been approved in writing by the Board of Railroad Commissioners:" * * * "and that in no event shall a common stove be allowed in any such car."

Evidently the Legislature intended by enacting the foregoing provisions of law, to reduce so far as possible the danger to passengers, in case of accident to trains.

This Board in their report of 1890 said :

“In obedience to the provisions of Chapter 275 of the Public Laws of 1889, railroad corporations have generally discarded the use of what would reasonably be termed common stoves, for heating passenger, mail and baggage cars, and steam direct from the locomotive, has been generally substituted as a means of heating, though other methods of heating but little safer than the common stove, are still in use on many railroads in this State. While this fact would seem to be a violation of the provisions of the statute, which is being permitted by the Board, we can only give as an excuse the one we gave in our last annual report,” viz :

“The Board, upon investigation, found that a statute, similar to the one enacted in this State, had been in force in the states of Massachusetts and New Hampshire, and that the Railroad Commissioners of those states had approved all methods of heating cars, other than by what might be called ‘common stoves.’ ”

Feeling, however, that the most stringent regulations should be adopted to provide for the safety of passengers, and to comply with the spirit of the law, and inasmuch as improvements have been made in some of the devices for heating cars now in use, the Board hereby give notice to all railroad corporations operating railroads in this State, and to all manufacturers of car heating devices, that after the expiration of the time limit of the approvals now in force, viz : June 30, 1892, no method of heating cars will be approved, which, in the opinion of the Board, will not reduce the danger by fire, to passengers and employes, to a minimum.”

LEGISLATION.

During the past session of the Legislature, but little legislation respecting railroads was enacted. The spirit of animosity to railroad corporations and their management which prevails among the people of the South and West, and which has culminated in the enactment of the Interstate Com-

merce Law and much adverse legislation in several states has not, to much extent, prevailed in Maine.

True, several isolated attempts have been made by introduction of bills, looking to the control of rates and traffic of railroads by the state, through a commission, none of which, however, have received favorable consideration by law-making power.

It is doubtless true that in many parts of the country feeling of opposition to railroad corporations, has arisen on account of despotic and unwise management of such corporations; but so far as this Board is informed, such conduct can not truly be attributed to railroad corporations operating railroads in Maine.

Since the enactment of the Interstate Commerce Law revision of rates and charges to comply with some of its provisions, viz: those relating to pooling, long and short hauls, etc., became necessary. In making such revision of rates railroad corporations doubtless found many difficulties.

A large portion of the railroads of Maine, is along the coast and navigable rivers, and is to a great extent, affected by water at many points in direct competition with lines of steam and other crafts, upon which the law imposes no limitations or restrictions. The attempt by some railroad corporations to fix and adjust rates to comply with the provisions of the law aforesaid, and at the same time compete with the water lines above mentioned, caused, for a time, murmurings from non-competing points. These difficulties, however, have in some manner been overcome, and so far as this Board is informed, the rates charged by railroads are generally satisfactory.

Section 9 of Chapter 51 of the Revised Statutes of Maine relating to corporations organized and incorporated under the general law, is as follows:

"Said corporation may establish and collect such tolls for the transportation of passengers and freight over its road as the directors deem fair and reasonable, and shall have a lien on its freight therefor; but upon what shall, at any time,

deemed by the Railroad Commissioners, a sufficient complaint, by interested and responsible parties, that the tolls are unreasonably high, said Commissioners may revise and establish them, after due notice and hearing, for a time not exceeding one year. But the Commissioners before directing said hearing, shall give opportunity to the company complained of, to reply to the charge."

Since the enactment in 1876 of the above quoted statute, several railroad corporations have been organized and have constructed and operated railroads in this state. These, we are pleased to state, have been operated in such manner that no complaint has yet been made to this Board, that the tolls or charges were unreasonably high.

That the state has the right and ought to exercise supervision over railroads, to a reasonable extent, no one will doubt; the right to interfere with, and to regulate the tariff rates of Common Carriers, who have unusual powers conferred upon them by the state, cannot be expected to be relinquished, but the constant agitation and interference, without adequate cause, we believe has a tendency to embarrass the operations of railroads, and frighten capital from seeking investment in railroad improvements and building in the state, thereby hindering and retarding the prosperity of the business interests of our people.

But the wisdom of taking from railroad corporations the right to establish and collect such tolls for the transportation of passengers and freight as managers of such railroads deem fair and reasonable, and confer it upon Boards appointed by the state, as has been attempted in many states, has been questioned by majorities of legislators of this state, even though their charters may not protect them against absolute control by the state authorities in such matters.

We, too, believe that directors and managers of a railroad, with their knowledge of its cost of construction and maintenance, its incomes and necessary disbursements, its location and connections, etc.,—all of which are essential in determin-

ing what are and what are not reasonable charges,—are better judges than any commission can be, however constituted. Investors in these railroad properties are entitled to a reasonable income from the money invested.

The policy of the state in the past has been to encourage the building of these roads. Towns and cities in their corporate capacity have subscribed to the stock and have in many instances extensively loaned their credit. During the session of the Legislature, even counties were by law of the state, permitted to loan their credit to promote important railroad enterprises.

Would people invest in these enterprises or favor such investments, if they had reason to believe that the right to fix and regulate rates for transportation, within reasonable limits, was to be taken from them by the state, and entrusted to some commission endowed with power to take charge of the whole matter of rates, and perhaps without regard to the capabilities, wants and interests, of the territory to be supplied with railroad service, or the amount expended in constructing and maintaining these roads, to fix such rates upon the value, as estimated by such commission or Board of Commissioners, or upon some other arbitrary rule? Surely private capitalists would have supplied the necessary money to establish and maintain lines of railroad that have been built in the past; nor would they now furnish it to promote the two important enterprises hereinafter mentioned, that the people in this state now most desire, if they believed such policy was to be inaugurated in the future.

From the commencement of the agitation, which culminated in the enactment of the Interstate Commerce Law, by the National Government, to this time, we have believed that attempts by the National Government or individual states, to regulate and control the passenger and freight traffic on railroad roads, through or by commissions, was unwise, and that the results of such legislation would be detrimental to the true interests of the people.

That the enactment of some of the provisions of that law, has not resulted more disastrously to the commercial interests of the country is, we believe, to be attributed to failure or inability to enforce the same, by the Interstate Commerce Commission.

In many of the Southern and Western states, extreme legislation looking to the management and control of traffic on railroads, by state commissioners, has been enacted. In the New England States, we are pleased to state, Legislatures have been more conservative. Whether owing to this fact or from some other cause or causes, it is stated on good authority, that in New England, in 1888, the average rate of dividends paid on shares of railroad stock, was four dollars and fifty-six cents, while in the West, the same year, the average amount paid was only fifty-two cents per share. In closing this subject, we cannot but express the opinion that if statesmen and legislators would devote more time and attention to the enactment of laws tending to promote efficiency in railroad management, and the better security of the lives and limbs of travelers and employes on railroads, their services would be better appreciated, than if devoted to the enactment of laws to regulate and control commerce.

NEW RAILROADS.

During the past year the Portland and Rumford Falls Railway, a Corporation organized under general law, (Articles of Association for the same having been approved by the Railroad Commissioners December fourth 1890), have acquired by lease, possession of the line of railroad extending from Mechanic Falls to Canton hitherto known as the Rumford Falls & Buckfield Railroad, and have operated the same since July first 1891.

By an Act of the legislature, approved February 10th 1891, this company was authorized to "construct and maintain its railroad over the whole, or any part or parts, of the line over which the Rumford Falls and Buckfield Railroad Company is now authorized by law to construct a railroad."

The lease by the Portland and Rumford Falls Railroad the "railroad, franchises and property of the Rumford and Buckfield Railroad Company" was also approved by act.

Under and by virtue of the rights thus obtained, measures were at once taken, looking to an extension of the road from its present terminus at Canton, along the western shore of the Androscoggin river to Rumford Falls, in the town of Rumford, a distance of about fifteen miles. Ground was broken in October, and the grading and masonry work was pushed with vigor. The favorable condition of the weather has rendered it possible to so far complete the above mentioned work that it can safely be expected the road will be completed early in the summer of 1892. At Rumford Falls the terminus, large sums of money have been, and are being expended in improving the great water power at that place. One Pulp Mill is in process of erection, which promises to give the railroad fifty tons of paper daily for transportation. Plans are already made for the building of other mills.

There seems to be good reason to believe that the building of this extension will be the means of promoting large business interests in that section of the state.

BANGOR AND AROOSTOOK RAILROAD.

The Bangor and Aroostook Railroad Company was organized under the general laws of the State, February 13th, 1888, for the purpose of building a railroad of standard gauge from Brownville in the County of Piscataquis, into and through the County of Aroostook via Houlton and Presque Isle and Calais, with branches from Dyer Brook Plantation or vicinity to Masardis and Ashland; and from Easton to Fort Fairfield in all about 200 miles. This line as proposed will make accessible the water powers of the East and West branches of the Penobscot river.

It will also give opportunity to open up the agricultural lands in and about Patten and Sherman. By the building

this road on the route above mentioned, the valuable Pulp Wood, and other timber lands will be brought within reach of lumbermen, thereby making a market for that class of lumber.

The promoters of this enterprise have in view, not alone the relief of the people of Aroostook County, who have for a long time desired increased railroad facilities, but of establishing a first class 'Trunk Line' into and through the heart of undeveloped North Eastern Maine. The Capital Stock of the road is \$1,050,000, and the legislative limit of Preferred Stock is fixed at \$1,100,000, of which Aroostook County has subscribed \$500,000, and about \$400,000 additional has been taken by individuals. The company desire to have \$1,000,000 subscribed before attempting further negotiations.

The surveys from Brownville to Caribou, via Houlton and Presque Isle were completed early in December, and since then have been pushed northward toward Van Buren. It is hoped to have the surveys to Fort Fairfield and Ashland completed before winter compels its discontinuance. We understand that the engineer in chief, reports a good line all the way with light grades and curves

MAINE SHORE LINE RAILROAD.

The Act incorporating the Maine Shore Line Railroad Company, approved March 2, 1881, was further amended extending the time for the location, and construction, and for other purposes, by Act approved January 24, 1883; and was further amended, extending the time for location, and providing for the location of the draw-bridge at Taunton Bay by Act approved March 20, 1891.

An Act approved March 20, 1891 authorized the County of Washington to guarantee the interest upon \$650,000 of the first mortgage bonds, under certain conditions. By the assistance of the above mentioned Act, the projectors have expected to soon commence the construction of the road. The Board of Railroad Commissioners are not informed as to

the progress made in that direction, and therefore can give any particulars relating thereto.

SKOWHEGAN AND NORRIDGEWOCK RAILROAD.

The charter for the Skowhegan and Norridgewock Railroad was granted in 1889, and the company organized July 1891. It will connect with the Maine Central Railroad at Skowhegan, and the Somerset Railway, at Norridgewock. The length of the road is about five and one-half miles; route being along the north side of the Kennebec river. We are officially informed that the working survey was made in October, and that the directors have advertised for proposals to build the road; that the Maine Central Railroad Company has made a proposition to the company to lease the road upon terms which have been accepted by it. The directors hope to get the road under contract, and have it built in the coming summer.

TRAIN SERVICE, STATIONS ETC.

Much has been done within the past few years, by railroad corporations and managers, in improvements in train service to promote the comfort and convenience of travelers on the roads. Much more roomy and attractive passenger cars are now used than were formerly. Station buildings on nearly all of the principal lines of railroad in the state, have been rebuilt, or repaired and enlarged, and made comfortable and convenient. By the use of the modern methods for heating, if properly cared for, not only a more uniform heat is obtained, but passenger cars can be easily kept neat and clean.

In this connection we desire to especially commend Order No. 661 recently issued by the General Manager of the Maine Central Railroad, to station agents and train men, relative to keeping water closets in stations and passenger cars, free from dirt and objectionable odors. We regret to be c

pelled to say that, on several railroads in this state, there is a sad want of care in respect to these important matters.

A more perfect system of ventilation of passenger cars is still much needed. The lack of automatic regulation of the systems of steam heating, and the neglect of trainmen whose duty it is to care for same, often causes passenger cars to be over-heated, and, with the ordinary systems of ventilation, the air soon becomes vitiated and oppressive. To obtain fresh air, passengers are too frequently compelled to open car windows, which are so constructed, that, while those who open windows may obtain temporary relief, an additional discomfort is thereby forced upon those who unfortunately sit behind them. The comforts, conveniences and even luxury that now surround those who journey by rail, is more keenly appreciated by older travelers than by the rising generation; and but for the want of a more perfect system of ventilation and regulation of temperature in cars, former discomforts of travel by rail, would be largely overcome.

At the present time, no uniform style of construction of passenger cars is adopted or adhered to, and everything connected with ventilation of cars, is apparently in an experimental stage; no uniform method seems to have been approved or adopted.

We trust that these subjects will receive more attention from railroad managers in the future, and that uniform and approved methods of heating and ventilating passenger cars will soon be adopted.

ACCIDENTS.

The returns from the various railroads operated in this state, show a remarkable freedom from fatal accidents to passengers. Out of the 5,502,646 passengers carried on steam railroads in Maine only one was killed and only five injured,—and out of the 5,113,358 passengers carried on electric and other street railroads, only one passenger is reported as injured.

As will be seen, by the special reports hereinafter presented, two serious accidents to passenger trains occurred on the Boston & Maine Railroad system during the year, but but only one person was killed, and though some employees more or less hurt, no passenger received any material injury. These two accidents were, as this Board found on investigation, attributable not to any defect or want of repair in the rolling stock, but mainly to the carelessness of employees.

A series of rear-collision accidents, such as these, occurred throughout the country during the past year are apparently increasing in number each year. Probably the cause of all or nearly all of these accidents, was carelessness on the part of operatives or employees. If that be true, it is a lack of care on the part of railroad managers, in selecting competent men, and properly training and fitting them to discharge the important duties necessarily entrusted to them. The lives of the traveling public ought not to be entrusted to the care of men who are employed through favoritism, and the reason that they may be willing to work for a low rate of wages.

As we have said in a former report, we believe that to secure efficiency of trainmen and other employees on railroads, a system of grading in each department, and promotion in these and to other departments, based upon careful examinations and as a reward for care and faithfulness and competency shown, should be made. As a means of stimulating men in these respects, a corresponding rate of compensation should follow each promotion. We are confident that, if such a policy should be adopted by railroad corporations, greater efficiency would be secured. We too believe that the lack of uniformity in rules and regulations for the movement of trains throughout the country, that ought not to exist, that a set of general rules, that would be applicable to the movement of trains on all railroads, should be agreed upon and adopted. Were this done, trainmen would receive uniform education and training that, when once acquired,

would be lasting and beneficial to them, and which, we think, would tend to make them more efficient wherever employed.

The following table shows the number and apparent cause of all accidents occurring on railroads in Maine, during the year ending June 30, 1891 :

ACCIDENTS IN MAINE.

During the Year Ending June 30, 1891, the Following Accidents Occurred on Railroads in Maine:

Kind of Accident.	Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employees.		Passengers.		Trespassers.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	-	6	1	-	-	-	-	-	-	-	-	-	1	6
Falling from trains and engines.....	2	1	-	-	1	-	-	-	-	-	-	-	3	1
Collisions.....	1	2	-	-	-	-	4	-	-	-	-	-	1	6
Other train accidents.....	1	1	1	-	-	2	-	-	-	-	2	1	4	4
At highway crossings.....	-	-	-	-	-	-	-	-	1	-	2	-	2	1
At stations.....	1	-	-	-	-	-	-	-	1	-	-	-	2	-
Attempting to get on moving trains.....	-	-	-	-	-	-	1	-	-	-	-	-	1	-
Jumping from trains.....	-	-	-	-	-	-	-	1	-	-	-	-	-	1
Other causes.....	1	-	-	-	-	-	-	-	8	3	-	-	9	3

ELECTRIC AND HORSE RAILROADS.

Kind of Accident.	Passengers.		Trespassers		Total.	
	Killed.	Injured.	Killed	Injured.	Killed	Injured.
Collisions	-	1	-	-	-	1
Other cause	-	-	-	3	-	3
	-	1	-	3	-	4

Respectfully submitted,

D. N. MORTLAND,
A. W. WILDES,
ROSCOE L. BOWERS. } *Railroad
Commissioners
of Maine.*

AUGUSTA, December 31, 1891.

Steam Railroads in Maine.

	Miles in Maine.	Length of line operated.	Miles of yard
Bangor and Piscataquis Railroad:			
Old Town to Greenville.....	76.50		
Katahdin Branch.....	18.90	95.40	95.40
Boston and Maine Railroad:*			
Western Division.....	44	102.18	1210.03
Eastern Division.....	50.76		
Northern Division.....	2.92		
Kennebunk and Kennebunkport.....	4.50		
Bridgton and Saco River Railroad.....		16.	16.
Canadian Pacific Railway.....	144.50		
Aroostook River Railroad.....	29.02	176.52	5148.
Houlton Branch.....	3.		
Franklin and Megalloway Railroad.....		16.70	16.70
Grand Trunk Railway:			
Portland to Boundary.....	82.60	89.60	
Lewiston Branch.....	5.50		
Norway Branch.....	1.50		
Green Mountain Railway.....		1.13	1.13
Kennebec Central Railroad.....		5.	5.
Knox and Lincoln Railway.....		47.75	47.75
Lime Rock Railroad.....		11.66	11.66
Maine Central Railroad:*			
Portland to Bangor.....	136.60	599.37	765.37
Brunswick to Bath.....	8.90		
Cumberland to Skowhegan.....	91.20		
Leeds Junction to Farmington.....	36.40		
Penobscot Junction to Mt. Desert Ferry.....	41.13		
Crowley's to Lewiston.....	4.80		
Brunswick to Leeds Junction.....	26.20		
Newport Junction to Dexter.....	14.23		
Dexter to Dover and Foxcroft.....	16.54		
Burnham Junction to Belfast.....	33.13		
Bangor to Vanceboro'.....	114.30		
Orono to Stillwater.....	3.10		
Enfield to Montague.....	3.03		
Bangor to Bucksport.....	18.80		
Portland to Lunenburg.....	109.16		
Quebec Junction to Beecher Falls.....	55.		
Beecher Falls to Lime Ridge.....	53.		
Monson Railroad.....		8.16	8.16
Orchard Beach Railroad.....		3.	3.
Phillips and Rangeley Railroad.....		28.60	28.60
Portland and Rochester Railroad.....		49.	52.50
Rockport Railroad.....		3.	3.
Rumford Falls and Buckfield Railroad.....		26.77	26.77
Sandy River Railroad.....		18.	18.
Sebastieook and Moosehead Railroad.....		8.	8.
Somerset Railway.....		42.06	42.06
St Croix and Penobscot Railroad.....		16.25	21.
Whitneyville and Machiasport Railroad.....		7.50	7.50
York Harbor and Beach Railroad.....		11.27	11.27
	1382.92		

*Miles of second track in Maine: Boston and Maine Railroad, 20.42; Central Railroad, 11.8.

Street Railroads.

Name.	Miles operated.	Miles of single track.	Miles of second track.	Miles of yard track and sidings.
Augusta, Hallowell and Gardiner Railroad (electric)....	7.	-	-	1.00
Bangor Street Railway (electric).....	7.25			
Biddeford and Saco Railroad (horse).....	5.72	5.72	-	.30
Fryeburg Horse Railroad.....	3.			
Lewiston and Auburn Horse Railroad.....	14.			
Portland Railroad (electric and horse).....	11.31	11.31	2.50	.79
Waterville and Fairfield Horse Railroad.....	3.36			
Total.....	51.64	17.03	2.50	2.09

**Special Report of the Board, relating to an accident on the
Boston and Maine Railroad at Scarboro Beach Station**

Special report of the Board of Railroad Commissioners, relation to an accident on the Western Division of the Boston & Maine Railroad, at Scarboro Beach Station, on Thursday the 22d day of January, 1891.

Hearing at Augusta, at office of the Board, January 27 and February 10, 1891.

As appears from the evidence elicited at the hearing, a Kennebunk local train, No. 154, which leaves the Union Station in Portland, at 10.15 A. M., consisted of a locomotive and two cars as follows :

Passenger car No. 71 and a combination smoking and baggage car No. 19. As the train was made up, the passenger car was next to the locomotive, and the combination car in the rear.

This train, which was in charge of conductor Charles Cousins, on the morning of the accident, left the station in Portland about two minutes late ; but arrived at the station where the accident occurred, on time. Just as this train came to a stop at the station, a locomotive was seen approaching from the rear, at a rapid rate of speed, on the same track, which before an alarm could be given, plunged into the rear and combination car above mentioned, and as far into said cars as the forward drivers, which accident caused the death of one and injury to several other passengers. The end of the combination car used for baggage, being in the rear, the result of the accident was not so appalling as it otherwise would have been. Few, if any, passengers were, at the time in the combination car, and for that reason the loss of life and injury to passengers was very much lessened. The locomotive which ran into the train, as above stated, as appeared was being run by R. B. Bonney, an engineer, who with Frederick Tuttle as conductor, were under orders running w

from Portland to Biddeford, to do shifting there during the day.

It also appeared in evidence that said Bonney had been for many years in the employ of the company, and had been specially connected with the train running to and from Portland to Kennebunk, and had, on the morning of the accident, drawn with his locomotive from Kennebunk to Portland the same train, into which he then ran. That such an accident, as is above described, should occur in broad daylight, is inexcusable and cannot be attributed to any cause other than gross carelessness on the part of some one.

It appears that four persons were on the locomotive, which did the injury, viz: R. B. Bonney, engineer, F. Tuttle, a conductor, Charles A. Fickett, a brakeman, and Charles E. Fisher, fireman. It also appears to have been customary for Mr. Bonney, as engineer, after bringing in the morning train from Kennebunk to Portland, to receive orders to run wild to Biddeford to do shifting; that usually they have preceded train No. 154, which leaves Portland for Biddeford at 10.15 A. M.

On the morning of the accident, an order was delivered to Mr. Tuttle as conductor, and Mr. Bonney as engineer, in duplicate, which was receipted for by Tuttle at 10.19 A. M. as follows: "Work wild to-day between Portland and Biddeford." This order so far as appears of record, was delivered to both the engineer (Bonney) and the conductor (Tuttle), who was to have charge of the shifting at Biddeford. When said order was delivered, engine No. 11, which was in charge of Mr. Bonney, was at the Maine Central Junction. While there, train No. 154, on its way to Biddeford, was seen to pass, by Mr. Bonney and Mr. Fickett the brakeman above mentioned, who were on engine No. 11, at time of accident. At that time Mr. Tuttle was at the station awaiting orders.

He soon after returned with the above order for which he had receipted, and after delivering to Mr. Bonney the duplicate order, at 10.23 A. M., started, running at a moderate

speed till they reached Scarboro Junction, where, making the usual stop, they proceeded past a blue flag, which was there displayed to indicate that a train had passed within five minutes in the same direction. This flag Mr. Bonney says he did not see, as he presumes on account of the beating against the window of the cab; neither was it seen by Mr. Tuttle who was sitting on the opposite side of the cab. After passing the Junction, they proceeded at a rapid rate of speed, till they reached a point about six hundred feet from the Scarboro Beach Station, where train 154 was standing, when the same was seen by Mr. Tuttle, who gave an alarm, but too late, as appears, to prevent collision.

There is some discrepancy in the testimony as to what took place on said engine at or about the time the train was seen by Mr. Tuttle.

Mr. Bonney says that before the discovery of the train at the station, he had given the long whistle, indicating that the engine was to pass the station without stopping; that when he saw the train at the station or when his attention was called to it, he was within two hundred feet of it; that he immediately reversed the engine and put on the brakes; but on account of the rain and frost, the rails were so slippery, the brakes had but little effect; that the engine too, was on account of much wear, not in good condition; that she could not make steam; that the packing was not good in the cylinder and that reason steam went through, etc.; that on account of the short distance, condition of track and engine, the speed of the engine was but little slackened, if any, when the collision occurred.

On the other hand, Mr. Tuttle, while not differing as to the main facts, said that when about to pass under the highway bridge, which, as appears from measurement to have been five hundred and seventy feet from the place where the passenger train stood, he saw the rear of the train and gave the alarm; that he did not see Bonney do anything to stop the engine, that he thought a collision could not then be

been prevented, though the speed of engine could have been reduced one-half; that he noticed the lever, when the accident occurred, was near the center.

It is not at all strange that the testimony of these two men differ as to what actually occurred after the train was seen; neither is it to our minds, of much consequence in determining what was the cause of the accident. From all the evidence elicited, it is evident that if the rules of the company, governing the running of trains, had been strictly complied with and obeyed by those in charge of this wild engine, the accident would not have occurred.

Rule 35 of the Boston & Maine Railroad Company, after giving form of what is called a wild order, is as follows: "Upon this order the train named will run to the station designated as a wild train, keeping ten (10) minutes clear of all regular or special trains."

Rule 34 is as follows: "Keeping clear of trains means for passenger trains to keep clear of other passenger trains full five (5) minutes. Freight and mixed trains to keep clear of Passenger trains full ten (10) minutes, and to keep clear of other freight trains full five (5) minutes. Wild, Extra, and Irregular trains to keep clear of all Regular or Special trains full ten (10) minutes. Special trains will have only the rights given in printed notices. Trainmen must not construe this rule into keeping clear of the trains only, but must keep clear of the time table time the specified number of minutes."

If the words "keeping clear" mean anything, they mean keeping clear of all trains, no matter which way they may be going

As we have before stated, train No. 154 did not leave the station in Portland till 10.17 A. M., being on that day, two minutes late in starting, therefore it was probably 10.22 when said train passed engine No. 11, at the Maine Central Junction. The order given to Mr. Tuttle to run wild, was, as appears, receipted for at 10.19, and at 10.23, notwithstanding the rule above quoted, and the fact that train No. 154 had

been seen to pass, by Mr. Bonney, not more than two miles before that time, they proceeded and ran as above described.

That this was a clear violation of the rule above quoted, there can be no doubt, because the time table time of train No. 154, at the Maine Central Junction is 10.20 and to find it at 10.23 is not "keeping clear" full ten minutes as required by said rule.

Whether to do so was a violation of the rule or not, no valid excuse can be given by Mr. Bonney, for doing as the evidence shows he did.

He had seen train No. 154 pass; he was aware of the time and the minute when that train was due at each station. Ordinary prudence required that he should be mindful of these facts and act accordingly.

This he fully admits, and gives as his only excuse, having been accustomed to precede that train, he carelessly assumed that he was doing so on that day. While we cannot excuse Mr. Bonney's conduct, and intend to use such words that may be construed as a palliation of his carelessness, we cannot but deem Mr. Tuttle, in a large degree, responsible for the accident. He had received the order, had receipted for it,—he knew the time train No. 154 was to start.

Whether or not Mr. Bonney was under his control or subordinate to him, while on the locomotive on the way to the accident, we are unable to determine; but he was there in the cab with Mr. Bonney,—he saw and knew what Mr. Bonney was doing. If he had not the power to command, it was clearly his duty to have suggested that they were running late or nearly so, the schedule time of train No. 154. We, therefore, cannot but conclude that Mr. Tuttle is guilty of carelessness, if not equally so, with Mr. Bonney.

Though we find that the direct cause of the accident was the carelessness of these men, we cannot but believe that the rules for running trains adopted by the company, and the manner in which they are enforced, contributed remotely if not directly, to the result.

Rule 47 of said company, is as follows: "A blue flag by day, or a blue light by night displayed at a station, indicates that a train or engine has passed within five (5) minutes, bound in the same direction as the approaching train, and trains will proceed carefully keeping a good lookout for trains ahead." Notwithstanding the provisions of Rule 34 above quoted, which provides that "keeping clear of trains means that passenger trains shall keep clear of passenger trains, full five (5) minutes," and that "wild, extra, and irregular trains shall keep clear of all regular or special trains full ten (10) minutes," and further that "trainmen must not construe this rule into keeping clear of the trains only, but must keep clear of the time table time the specified number of minutes," it appears by Rule 47 that trains of any kind, are permitted to "proceed carefully keeping a good lookout, etc." Surely trains following cannot proceed within five minutes, and at the same time keep clear of preceding trains "full ten (10) minutes." So far as appears from the testimony in this investigation, Rule 34, above quoted, is not construed as applying to one train following another. As an explanation of this seeming inconsistency in the rules above quoted, the officers of the company say that a rule requiring trains to keep clear of other trains going in the same direction, ten or even five minutes, has been found to be impracticable, on account of the large number of trains that have to be sent out from Boston to surrounding places, to meet the demands of the public. However that may be, we cannot commend a rule that leaves it discretionary with employes on trains, as to when, and to what extent, they shall obey them.

All rules for the movement of trains, should be definite and explicit, and consistent with one another, and these should be strictly enforced.

D. N. MORTLAND,	}	<i>Railroad Commissioners of Maine.</i>
A. W. WILDES,		
ROSCOE L. BOWERS,		

AUGUSTA, February 13, 1891.

**Special Report of the Board, relating to an accident on
Boston and Maine Railroad, at Kittery Junction,
7th 1891.**

An express train, No. 64, on the Eastern Division of Boston and Maine Railroad, which leaves Portland for Boston at 12 30 P. M., while standing at the station at Kittery Junction, on July 7, 1891, at about 2.14 P. M., was run into by train No. 62, from the Mountain Division of the above named railroad, which train, if on time, leaves Conway Junction at 1.15 P. M. Though the collision was quite severe no person was killed, and, as we are informed, only one was seriously injured.

Train 64, on the day of the accident, was made up as follows: One locomotive, two mail and baggage cars, two parlor cars and five passenger cars. Ira C. Hutchingson, conductor and George W. Dormau, Engineer.

The injury to the train was substantially as follows: The front and rear end of rear car was broken in. The frame broke, the flooring, a foot or more inside of door posts, torn out, but none of the seats in the car were disturbed; the platform of one other car was crushed in, and several of the drawbolts were broken. This, aside from the breakage of glass windows and lamp chimneys was all the material damage done.

As appears from the testimony received at the hearing, train No. 64 was running on its regular time table time, though perhaps two minutes late at Conway Junction, where no stop was made, was on time at Kittery Junction,—arriving there at 2.13, two minutes before the regular leaving time, which is 2.15 P. M.

The point where the accident occurred is on a curve through a deep ledge cut, five or six hundred feet in length, the walls or ledge on both sides of the track twenty or more in height above the railroad track. These walls are spaced

by a highway bridge, which, with the walls aforesaid, prevent a sight of the track on the curve for a distance of not more than five hundred feet. The grade slightly descends, for a quarter of a mile, toward the depot at the Junction, where train No. 64 was standing, the rear car of which was within forty-five feet, or thereabouts Southerly from the overhead bridge above mentioned.

On said day train No. 62, from the Mountain Division, was forty-five minutes late at Conway Junction. This train consisted of locomotive and seven cars, two of which were Pullman Parlor cars, which were taken in charge, at that Junction, by Samuel O. Lunt as conductor and Clark P. Roundy as engineer. Conductor Lunt testified that he had orders from the train despatcher, while at Conway Junction to allow train No. 64 to pass, before starting; that train No. 64 passed there at three minutes before two o'clock; that he registered at just two o'clock and then gave a signal to the engineer to start; that the train did start sometime within three or four minutes after train No. 64 had passed that station. These statements are corroborated by the testimony of Engineer Roundy, who testified that he saw train No. 64 pass the Junction; that he started about three minutes afterward.

He also states that he saw a signal displayed at Eliot (a station on the way where no stop was made), a blue flag indicating that a train had passed within five minutes; that he then slowed up at the grade and had his engine under control, and ran cautiously; that he saw no signal at Butler's crossing; was not looking there; that he usually looked at the signal and target down there (meaning the electric signal); that as he approached the curve, near where the accident occurred, he was not running faster than eight or ten miles an hour; that he first saw the rear of train No. 64, when at a distance of only about three cars length; that at that time he was not running faster than six miles an hour; that the semaphores or electric signals, near Butler's Crossing, were set so as to indicate that the track was clear; that

he did not think he was running on 64's time, though he did not look at his watch after leaving Conway Junction.

From the testimony of Austin C. Hayden, Station Agent at Eliot, and that of J. F. Moore, the flagman at Buxton Crossing, it appears that at each place a blue flag was displayed immediately after train No. 64 had passed. Hayden also testifies that when train No. 62 passed the station at Eliot, it was running at the rate of "twenty miles an hour;" Mr. Moore says No. 62 was running "pretty fast when it passed the Crossing, "A good deal faster than which was running slow." Mr. Hayden also states that No. 64 passed the station at Eliot at three minutes past 2 and that train 62 passed there at seven minutes past 2. Mr. Moore says that 64 passed by the Crossing at 2.15 and that train 62 passed there at 2.13½.

The distance as given in the time table of the Boston and Maine, from Conway Junction to Kittery Junction is 9.7 miles, and from Conway Junction to Eliot, 4.3 miles.

From the foregoing statement of facts it will be seen that the accident was the result of little less than carelessness, and though serious in its nature, we are pleased to be able to record the fact that it did not result in the death of many passengers and employes on train No. 64. While the evidence shows some palliating facts and circumstances which may, in a degree, tend to distribute blame, which we hereafter mention, we can find from the evidence, no excuse for the conduct of the engineer of train No. 62 on that occasion. Whether or not he was justified in leaving Buxton Crossing, as directed by the conductor, before the expiration of five minutes after train 64 had passed, is not easy to determine; but having started within three or four minutes afterwards, it was clearly his duty to run his train with extreme caution. Such caution does not appear to have been exercised, nor even ordinary caution. As we have stated, the distance from Conway Junction to Kittery Junction is nine and seven-tenths miles. This distance, as it appears, was covered by train 62 in about fourteen minutes.

rate of speed but little short of thirty-six miles per hour. Surely, few miles or even rods could have been covered at the rate of speed described by Mr. Roundy in his testimony.

By the law of this state, it is made the duty of the Board "whenever a serious accident occurs within the state to any passenger or freight train on any railroad, whether any person be fatally injured or otherwise," if the Board or chairman thereof "deem the public interests require it, to cause an investigation to be made," and that "immediately after the investigation, the Board shall make a special report, stating what it finds to be the cause of the accident."

To state abstractly the cause of the accident, would not be a compliance with the provision of law; neither would it meet the demands of the public. The object of providing for such investigations, was not simply to ascertain the manner in which such and such an accident occurred; but to also learn what led to or contributed to the result, so that by change of rules or regulations, or by statute enactments, if necessary, such accidents may be prevented in the future. Travel by railroad, from necessity, must be attended with more or less danger. Comparative safety, only can be expected by those traveling; but one, naturally would feel that while sitting in a car in a train standing at a station, he, for the time, would be comparatively safe. The evidence shows that train No. 64 was at the station at Kittery Junction on schedule time,—it was rightfully there. No other train could be rightfully there at that time. By whose fault, then, was any other train there? Duty to the public and the corporation interested, compels us to say that the evidence shows that the engineer of train No. 62, was at fault, and that his carelessness was mainly the cause of the accident.

1st. Because the rule strictly prohibited him from following the preceding train within five minutes.

2d. Because, having started within prohibited time, he did not run cautiously, but rapidly.

3d. Because he did not consult his watch to see whether or not he was encroaching upon the schedule time of the preceding regular train.

4th. Because he paid little attention to the blue flag played at Eliot Station, and did not look to see whether or not, one was displayed at Butler's Crossing.

In justice to Mr. Roundy, it is proper for us to state he claims to be a justification for doing as he did on occasion.

He says that being forty-five or fifty minutes late in coming from Conway Junction, he was therefore desirous to proceed; that he received notice from the conductor to that, though he knew it to be a violation of the rule to proceed sooner than five minutes after another train had passed the rule is frequently violated in order to make up time under the provisions of the rules, he was not obliged to stop when he saw the blue flag at Eliot, but to run cautiously which he claims he did; that when he arrived at Butler's Crossing, he looked at the electric signals, as his guide instead of the blue flag, as had been his custom; that they indicated that the track was clear and that train 64 had left the station at Kittery Junction, and for that reason, he proceeded with less caution than he otherwise would. To our minds there is much force in these excuses, and were it not for the fact that without consulting his watch, he was for a long time running on the time table time of the other regular passenger train, these might be ample.

Had he consulted his watch, he would have known with certainty that train 64 had not left the station. By the rules of the company it is provided that "No train shall leave a station, without special orders from the superintendent, to depart earlier than the time named in the time table." So that therefore, of his excuse falls to the ground.

Rule 8 of the company, is as follows: "A passenger train following another passenger train must keep not less than (5) minutes, and a freight train following a freight train

less than ten (10) minutes behind that which preceded it, unless time table or special rules require."

Under the provisions of this rule, time is the essential. We find no rule or part of a rule that gave him liberty to start his train till after the other train had been gone at least five minutes.

He was not running by the time table. True, he says he had notice from the conductor to proceed,—this the conductor admits; but he was not thereby required or even permitted to violate the rule as to following another train.

Rule 31 of the company provides that "Engineers in charge of trains, or engines without trains, have the same responsibilities as conductors and will be governed by the same rules." Another rule of the company we find as follows: "A blue flag or a blue light signifies that a train has gone ahead within five minutes, and the train or engine finding this signal displayed must run so as to avoid any accident."

In a former report made by this Board, upon a similar accident or collision on the Western Division of the Boston & Maine, the Board in commenting upon a similar rule to that quoted above, said "We cannot commend a rule that leaves it discretionary with employes on trains, as to when and to what extent they shall obey them. All rules for the movement of trains should be definite and explicit and consistent with one another, and these should be strictly enforced."

We think, if Mr. Roundy has any justification for running his train on that day as he did, it is mainly owing to the provisions of the rule last quoted above. "To run so as to avoid any accident" must be to one who is entrusted with that power, a matter of discretion.

All men are not equally careful or discreet. A rule which permits a blue flag to be passed within five minutes of another train while on the road, and intrusts one with discretionary power "To run so as to avoid any accident," impliedly permits a violation of the rule which requires that a passenger train must keep not less than five (5) minutes behind the one that preceded it.

We think, too, while we find it to be no valid excuse, the engineer may have been to some extent, deceived by electric signals near Butler's crossing.

They indicated that the track was clear. It may be stated by Mr. John W. Sanborn, who acted as counsel for the company in the investigation, that those "signals were put up for the purpose of giving trains notice of another within five minutes or notice that there was a passenger in the depot at Kittery." To our minds it is of little consequence what the object, in placing them there, may have been. There is no evidence that the engineer had any knowledge of the object, whatever it may have been. It is reasonable to presume that his knowledge of their use, was derived from the printed rule, as follows :

"The electric signals, near Butler's Crossing, will be regarded as follows : When the semaphore arm in the signal is seen to be in a horizontal position, it is a signal of danger and trains and engines will come to a full stop, and then proceed carefully around the curve until the track is seen to be clear. The semaphore arm standing at an angle of 45 degrees in the signal, denotes that the track is clear and right of way for trains and engines to pass."

That these signals should be used for the protection of trains, wherever from, while at the depot at Kittery Junction there can be but little doubt. The Board therefore, concludes that the cause of the accident was the carelessness of the engineer of train No. 62, though to some extent, superinduced by what we deem an imperfect rule, and the regulation governing the use of the electric signals near Butler's Crossing.

D. N. MORTLAND,	} <i>Railroad</i>	
A. W. WILDES,		} <i>Commissioners</i>
ROSCOE L. BOWERS,			of Maine

AUGUSTA, August 4, 1891.

PART II.

Copies of certificates sent to Railroad Corporations
doing business in Maine, showing the con-
dition of the roads and rolling stock,
for the year 1891.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners,

AUGUSTA, November 17, 1891.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Augusta, Hallowell and Gardiner (Electric) Railroad, as required by law, and find the condition of said road and rolling stock to be as follows:

Road Bed, Track, etc.

This road is located through the principal streets of Augusta, and along the west side of the county road, via Hallowell, Farmingdale and Gardiner.

The road-bed is fairly well graded and ditched. The track is laid with steel rails, and is in fair line and surface, but could be improved. The grades at Rines' hill in Augusta, and Loudon hill in Hallowell, are steep and are somewhat dangerous, as a crossing of the tracks of the Maine Central Railroad, occurs at each of those points.

Bridges, Viaducts and Culverts.

The trestle bridges at Loudon hill, and others located at several points along the line of the road, are in good condition, and receive close attention from the officers of the road.

Rolling Stock, Station Buildings, etc.

The cars are new, and of modern style and construction, and are kept in good order.

The company have an extensive car-house, work-shop and power station at Hallowell.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad
A. W. WILDES,	
ROSCOE L. BOWERS.	
	Commissioners
	of Maine.

RAILROAD COMMISSIONERS' REPORT.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1

We, the undersigned, board of Railroad Commissioners, certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Bangor & Piscataquis Railroad, as required by law, and the condition of said road and rolling stock to be as follows :

Road Bed, Track, etc.

From Old Town to Milo Junction, the road-bed is in good condition.

The track is laid with steel rails, and is in good line and sound and is well ballasted. During the past season five hundred new steel rails have been laid between Milo Junction and Bangor, leaving only about twenty miles of the old iron rails in the track, which should be renewed at an early day.

The road-bed, between the last named points, is generally ditched and drained, and fairly well ballasted. Fifteen thousand new ties have been laid, and many more are required.

Bridges, Viaducts and Culverts.

The bridges are all wooden structures, and during the past years, several of the more important have been thoroughly repaired, others, particularly the long high trestles between Bangor and Greenville are receiving needed repairs.

Many new cross-ties are needed on the smaller structures.

KATAHDIN IRON WORKS BRANCH.

Road Bed, Track, etc.

From Milo Junction to Katahdin Iron Works, the road-bed has been improved by widening, ditching and ballasting. The track has been aligned and surfaced, and many new ties laid.

BRIDGES, VIADUCTS AND CULVERTS.

Several of the trestle bridges along the line, and the truss bridge at Hueston stream have been rebuilt, others repaired, and all in fair condition.

Rolling Stock, Station Buildings, etc.

The rolling stock in use on the main line and branch, is in good order, and the station buildings, while not all new or modern, are fairly good.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		Commissioners
• ROSCOE L. BOWERS.			of Maine.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 18

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Bangor Street (Electric) Railway, as required by law, and the condition of said road and rolling stock to be as follows :

Road Bed, Track, etc.

The track of this railway in the city of Bangor, is laid most nearly to the center of the streets or ways on which it is located, and conforms to the grade thereof. It appears to be well constructed, and maintained in good line and surface. In the city of Brewer the track is located on one side of the traveled way of one of the thoroughfares of the city, and the grade generally conforms to that of said way.

Bridges, Viaducts and Culverts.

The bridges over which the track passes are those which have been erected and are maintained by the two municipalities mentioned, except a trestle and cross timber structure erected by the company in the city of Brewer, which is well constructed and in good condition.

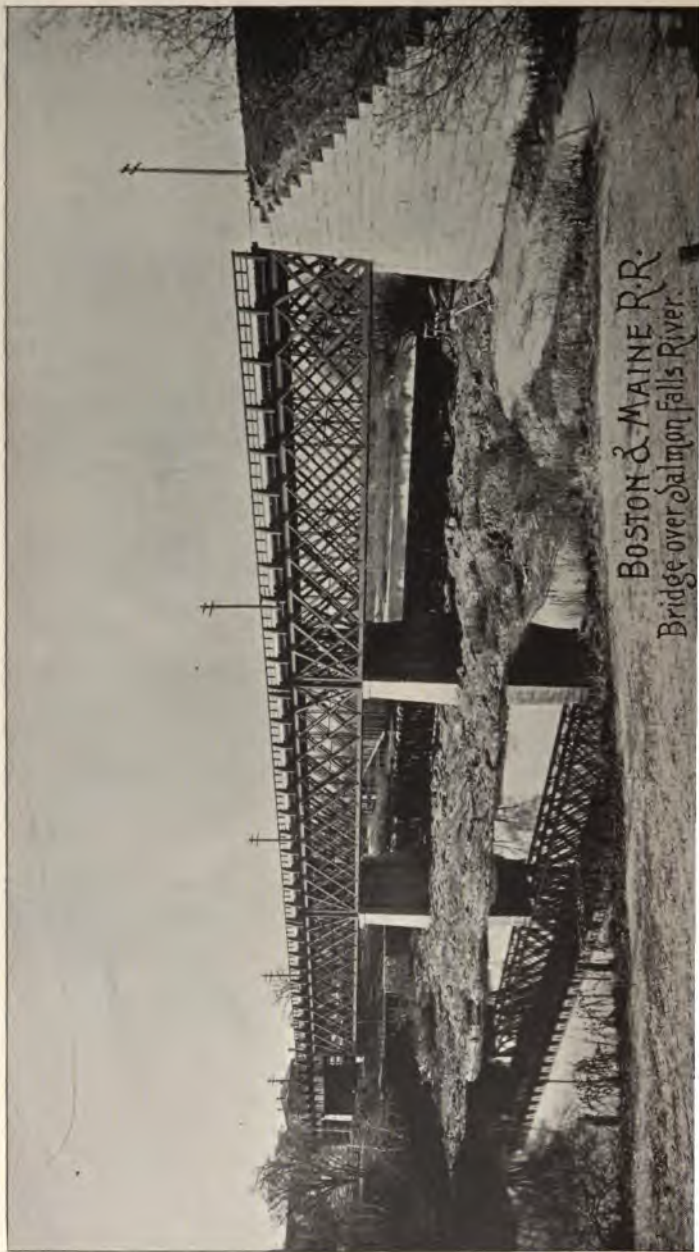
Rolling Stock, Station Buildings, etc.

The rolling stock is such as is in general use on such roads and is in good condition.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		Commissioners
ROSCOE L. BOWERS.			of Maine.

1



BOSTON & MAINE R.R.
Bridge over Salmon Falls River.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Boston & Maine (Western Division) Railroad, as required by law, and find the condition of said road and rolling stock to be as follows :

Road Bed, Track, etc.

The road-bed is wide, well constructed and kept in good condition, being well ditched, drained and ballasted. The rails are of heavy steel, and are in good line and surface. The ties are, in the main, sound and good; the usual number of new ones having been laid the past year.

Bridges, Viaducts and Culverts.

With the exception of the long wooden trestles across Fore, Non-such and Scarboro' rivers, the bridge superstructures are of iron, and many of them are of the most approved design and of recent construction. The masonry which includes several finely constructed arches, is first class. The small openings and water ways are generally spanned by iron I beams. During the past year a new floor system of hard pine timber closely spaced has been put upon the long iron bridge across the Saco river.

EASTERN DIVISION.

Road Bed, Track, etc.

What has been said with regard to the road-bed, track, etc., of the "Western Division", can truly be said of the Eastern Division. This road known for many years as the Portland, Saco and Portsmouth Railroad, was originally well located and constructed. It was one of the first roads built in Maine, and has always been well maintained.

BRIDGES, VIADUCTS AND CULVERTS.

Many of the bridges are first class iron structures, others are finely constructed stone arches. The long wooden pile bridge at

Portland is maintained in good condition, and the wooden bridge between Kittery and Portsmouth receives the constant care of men employed for that purpose. The two trestle bridges across Great Works river, while in fair condition, are not in keeping a first class road.

NORTHERN DIVISION.

Road Bed, Track, etc.

Less than three miles of this road are within the limits of Maine. The road-bed, track, etc., is in fair condition.

A fine plate girder resting upon first class stone abutments spans the Great Works river. The wooden bridge at Salmon Falls, showing no signs of weakness, has been in use many years and probably soon need to be superseded by a more substantial structure.

KENNEBUNK & KENNEBUNKPORT BRANCH, BOSTON & MAINE RAILROAD.

Road Bed, Track, etc.

This road has been under lease to the Boston & Maine Railroad Corporation since its construction. It has been much improved during the past year. The road-bed is fairly well ditched, drained and ballasted, and the track is in good line and surface. The ties are of steel and the rails are in fair life.

BRIDGES, VIADUCTS AND CULVERTS.

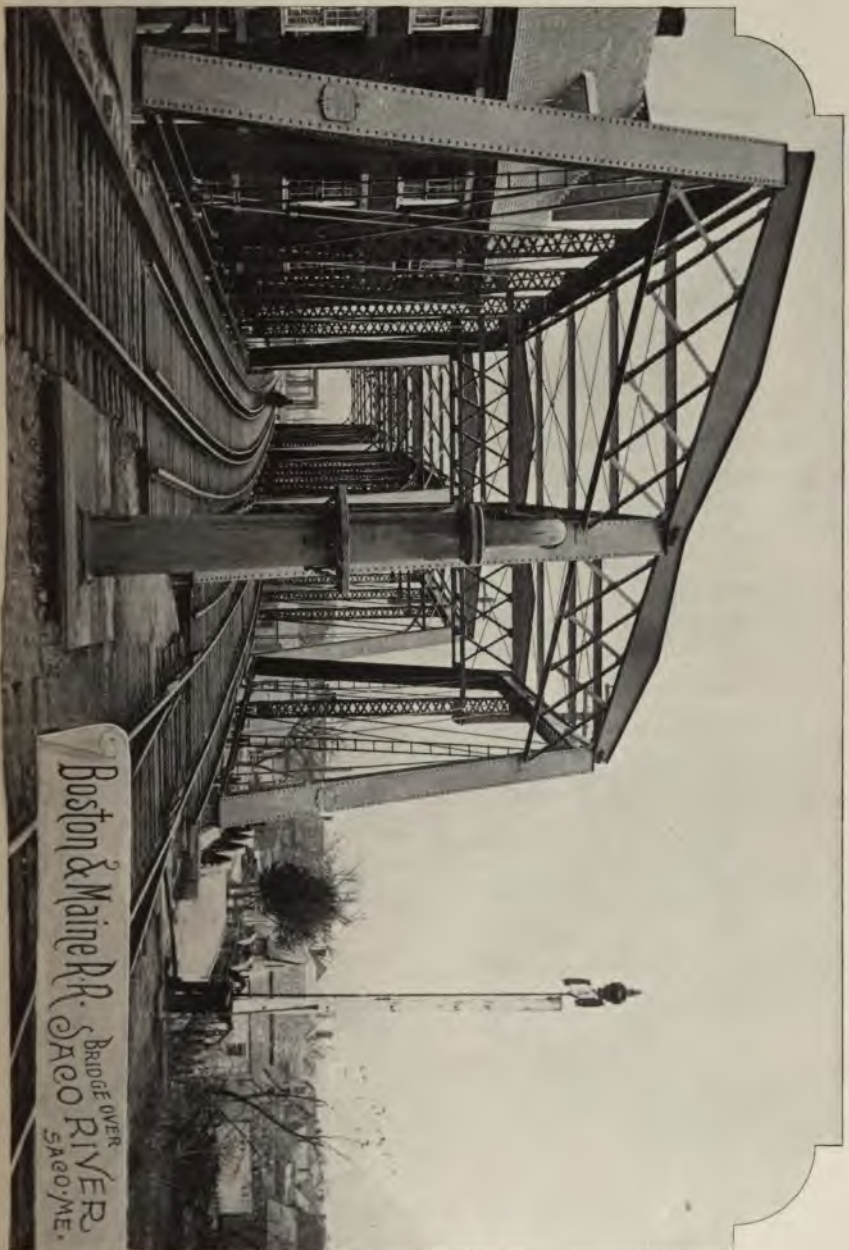
Heretofore the bridges on this branch have consisted of five structures of an aggregate length of twelve hundred and thirty-eight feet. During the past year four of these have been filled with earth and the fifth is now being filled.

Rolling Stock, Station Buildings, etc.

The rolling stock is generally first class and maintained in good condition. The station buildings are in the main modern in construction, convenient in arrangement and well suited to the requirements of their several localities.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		Commissioners
ROSCOE L. BOWERS.			of Maine.



STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Biddeford & Saco Railroad, as required by law, and find the condition of said road and rolling stock to be as follows:

Road Bed, Track, etc.

This is a street railroad extending from Biddeford to Old Orchard, and has hitherto been operated by the use of horses, although it is now being changed to an electric road. The road-bed and track is in good condition.

Bridges, Viaducts and Culverts.

There are no bridges on the road except ordinary highway bridges which are maintained by the several municipalities.

Rolling Stock, Station Buildings, etc.

The rolling stock is comparatively new and is in good condition.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		Commissioners
ROSCOE L. BOWERS.			of Maine.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891

We, the undersigned, board of Railroad Commissioners, her certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock the Bridgton & Saco River Railroad, as required by law, and the condition of said road and rolling stock to be as follows :

Road Bed, Track, etc.

The Bridgton & Saco River Railroad, though a narrow gauge road, was originally carefully located and well constructed. The road-bed is of good width and fairly well ditched and drained. The line passes through a section of country, in which an abundant supply of gravel and other material necessary for the construction and maintenance of its road, is at hand. During the past season many depressions in the road have been raised, and the grades in many places much improved and lightened. The track is well maintained. Many new ties have been laid, but more are needed in places, to insure a good track throughout.

Bridges, Viaducts and Culverts.

Much has been done by way of renewals and repairs upon bridge structures, viaducts and culverts. The long trestle bridge heretofore existing at Wood's pond, has disappeared, and in place thereof, earth embankments and substantial stone abutments have been erected on each side of the stream, which is spanned with good southern pine stringers. A stone culvert now takes the place of the old trestle at Back Nipping, so called.

The trestle over Hancock brook, has been largely renewed and materially strengthened, and many other improvements and repairs have been made which we do not deem necessary to mention in detail.

Rolling Stock, Station Buildings, etc.

The rolling stock is ample for the requirements of the traffic. It is mostly first class and kept in good repair and condition. The

station buildings are convenient, and during the past season the platforms at many places have been repaired and enlarged, and the station buildings painted in attractive colors.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	}	Railroad Commissioners of Maine.
A. W. WILDES,		
ROSCOE L. BOWERS.		

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1881

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Canadian Pacific Railway as required by law, and find the condition of said road and rolling stock to be as follows :

Road Bed, Track, etc.

This line of railway, the location of which was a triumph of engineering skill, is remarkably well located and constructed. excavations or cuts, and the embankments are of good width, throughout, the road-bed is well ditched and drained. alignment and track adjustments are well nigh perfect.

Bridges, Viaducts and Culverts.

Many of the wooden structures on the line of the Canadian Pacific Railway, while substantially constructed, are intended to be temporary, and at an early day will be replaced with stone and masonry structures. All of the permanent superstructures so far erected are of the most approved design and are substantially constructed of steel and iron, resting upon abutments and piers of first class masonry.

AROOSTOOK RIVER BRANCH.

Road Bed, Track, etc.

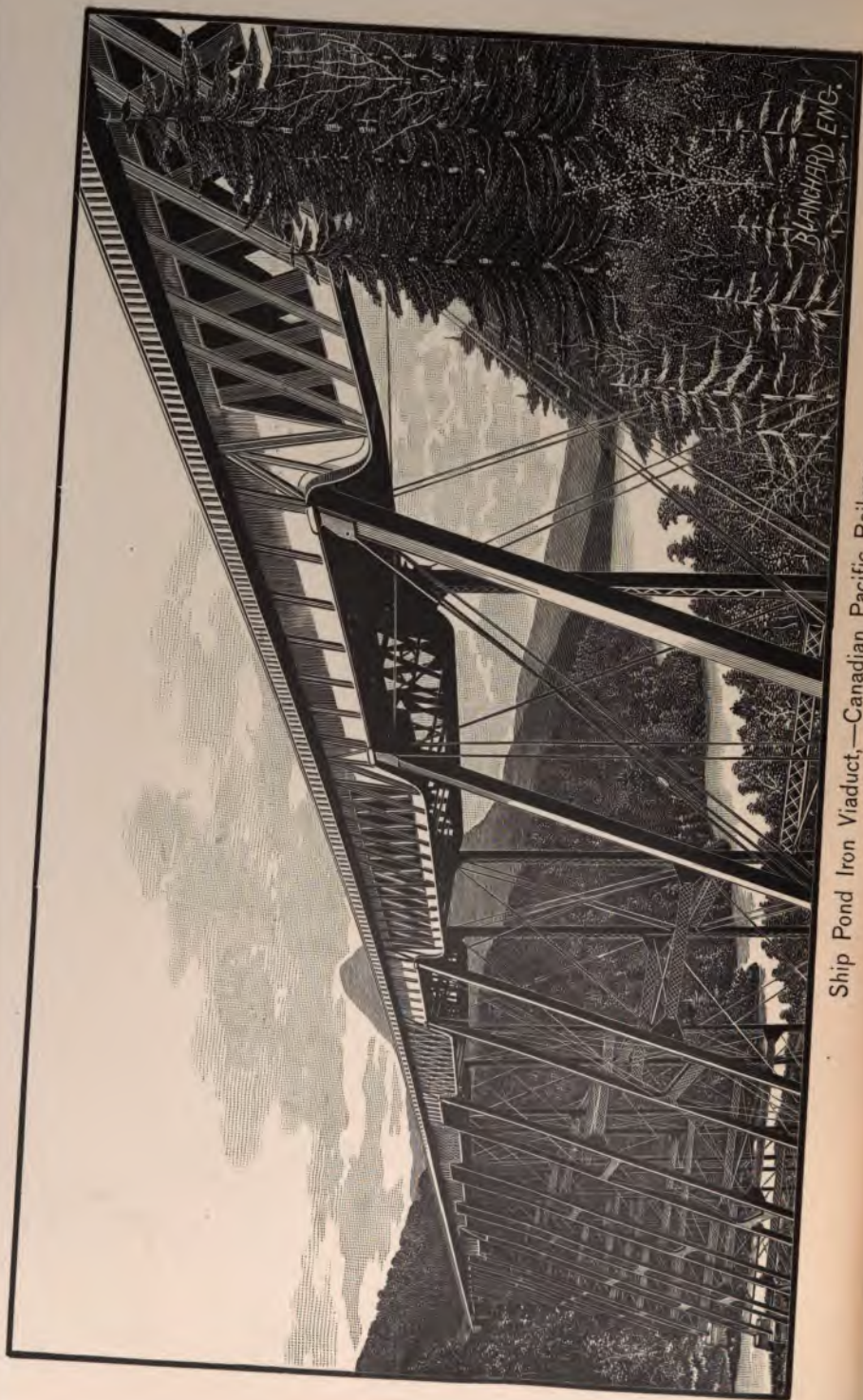
The road-bed on this line was originally constructed for a narrow gauge track, and since the change of gauge much has been done by way of widening, and raising the grade at several points. Considerable ditching and ballasting has been done during the past few years and the road-bed, though narrow yet in places, is in very good condition. The track is laid with steel rails, and though lightly properly looked after, and kept in good line and surface.

BRIDGES, VIADUCTS AND CULVERTS.

The bridges and culverts on this line are all constructed of wood. The abutments, are crib structures, mostly, and are made of c



Penobscot River Bridge.—Canadian Pacific Railway.



Ship Pond Iron Viaduct,—Canadian Pacific Railway.

timber, the openings being spanned with wooden stringers or by Queen or King trusses. At the time of our last inspection all appeared to be of sufficient strength.

HOULTON BRANCH.

Road Bed, Track, etc.

This branch road of the Canadian Pacific Railway system is well located and constructed, and is now well drained, ditched and ballasted. The track is laid with heavy steel rails, and upon good sound ties, and is good line and surface.

BRIDGES, VIADUCTS AND CULVERTS.

There are no bridges on this line, and but one culvert or open water way, which is in good condition.

Rolling Stock, Station Buildings, etc.

The station buildings on the main line of the Canadian Pacific Railway, in this state, are uniform in style and design, and tasty in appearance. The rolling stock is generally first class.

The rolling stock in use on the Houlton and Aroostook River Branches is in good condition, though some of the passenger cars in use on each, are not of the most modern design or finish.

The station buildings on each of these branch lines are mostly new, tasty and convenient, and are kept clean and neat.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		} Commissioners
ROSCOE L. BOWERS.			} of Maine.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Franklin & Megantic (Narrow Gauge) Railroad, as required by law, and find the condition of said road and rolling stock to be as follows:

Road Bed, Track, etc.

The road-bed is wide, and has been improved by ditching, draining and ballasting. The track is laid with steel rails, and, on a portion of the road, is in fairly good line and surface. The remainder should be aligned, and the courses properly adjusted. Many of the ties are poor and new ones should be laid.

Bridges, Viaducts and Culverts.

All of the bridges on this line are of wood. Many of the trestle bridges were originally of poor material and badly constructed. For these reasons, they have required constant care and oversight. Several of these have been filled with earth during the past season.

Rolling Stock, Station Buildings, etc.

The rolling stock is in fair condition, and adapted to the business of the road. The station buildings at Kingfield are convenient and comfortable, and at Salem and Freeman fairly good.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		} Commissioners
ROSCOE L. BOWERS.			of Maine.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Fryeburg Horse Railroad, as required by law, and find the condition of said road and rolling stock to be as follows :

Road Bed, Track, etc.

This road extends from the railroad station in Fryeburg to "Martha's Grove" and is operated only in the summer season. The track in general is in fair condition although the rails are of very light weight.

Bridges, Viaducts and Culverts.

There are no bridges on this road.

Rolling Stock, Station Buildings, etc.

The rolling stock is in fair condition and is sufficient for the business of the road. There are no station buildings.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	}	Railroad Commissioners of Maine.
A. W. WILDES,		
ROSCOE L. BOWERS.		

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 189

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Grand Trunk Railroad, as required by law, and find the condition of said road and rolling stock to be as follows :

Road Bed, Track, etc.

The road-bed is of good width, and thoroughly ditched and drained. The track is laid with heavy steel rails upon sound ties, and is properly aligned, surfaced and ballasted. The location between the fences is cleared of trees and brush, affording an unobstructed view of the road and way.

The road-bed and tracks of the Lewiston and Auburn, Norway Branches, compare favorably with the main line.

Bridges, Viaducts and Culverts.

With the exception of the long pile bridge at Portland, all of the important bridges are iron superstructures resting for the most part on abutments and piers of first-class masonry, and most of the viaducts and culverts are spanned by iron girders, or beams, and are supported by large wooden stringers.

The bridges on the Lewiston and Auburn Branch are iron structures, supported by first-class masonry. There is but one pile bridge on the Norway Branch, which is in good order.

Rolling Stock, Station Buildings, etc.

The rolling stock in use on the main line and branches, is generally of first-class. Some of the station buildings are new, comfortable and convenient, others are old and not adapted to the wants or convenience of the public.

In Witness Whereof, we have set our hand, this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		Commissioners
ROSCOE L. BOWERS.			of Maine.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Kennebec Central (Narrow Gauge) Railroad, as required by law, and find the condition of said road and rolling stock to be as follows :

Road Bed, Track, etc.

The road-bed is of good width, and is now well ditched and drained. The track is laid with steel rails upon good ties, and is well aligned, surfaced, and fairly ballasted.

Bridges, Viaducts and Culverts.

There are two wooden trestle bridges, and several open water ways and culverts. The trestles are well built, and the open water ways are spanned by wooden stringers, resting upon substantial masonry.

Rolling Stock, Station Buildings, etc.

The rolling stock is first-class. The station buildings at Randolph, and at Togus, are well built and tasty structures, and are comfortable and convenient in all respects.

In Witness Whereof, we have set our hands this seventeenth day of November, A. D. 1891.

D. N. MORTLAND,	} Railroad
A. W. WILDES,	
ROSCOE L. BOWERS.	
	Commissioners
	of Maine.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 189

We, the undersigned, board of Railroad Commissioners, he certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of Knox & Lincoln Railway, as required by law, and find the condition of said road and rolling stock to be as follows :

Road Bed, Track, etc.

This line of railroad was originally poorly located and constructed. Much, however, has been done since it was first constructed to rectify a faulty location. Since the Shore Line Railroad Company purchased the road, a large amount of money has been expended and much labor performed, in improving the road-bed, and line widening, ditching and draining. Many new ties have been laid within the past year, and the track, for the first time, has been in good line and surface.

Bridges, Viaducts and Culverts.

Many of the bridge superstructures have been repaired and strengthened during the past year, while at other points new structures have taken the place of old. The truss bridge at Monmouth is being renewed and a more substantial structure will soon take its place. Many culverts and water ways have been re-built during the past season. Much, however, will yet have to be done upon bridge structures of this line to insure entire safety, provided heavy rolling stock shall be used.

Rolling Stock, Station Buildings, etc.

The station buildings throughout the entire line have been repaired or repaired and enlarged.

Platforms have been enlarged and extended, and wooden awnings erected over the same. Nearly all of the passenger stations are of modern design and are comfortable and convenient.

The rolling stock in use is in good condition.

In Witness Whereof, we have set our hands this seventeenth day
of November, A. D. 1891.

D. N. MORTLAND,	}	Railroad
A. W. WILDES,		Commissioners
ROSCOE L. BOWERS.		of Maine.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891.

We, the undersigned, board of Railroad Commissioners, here certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Lewiston & Auburn Horse Railroad, as required by law, and find the condition of said road and rolling stock to be as follows :

Road Bed, Track, etc.

This road extends along the principal streets of Lewiston and Auburn, and along the highway to Lake Auburn. The grade of that part of the road which lies within the thickly settled parts of the cities of Lewiston and Auburn, conforms to that of the street and the track is in fair line and surface. That part of the road which leads to Lake Auburn is for a portion of the distances, on one side of the traveled highway and is not in good line or surface.

Bridges, Viaducts and Culverts.

The bridges over which the road passes are maintained by several municipalities.

Rolling Stock, Station Buildings, etc.

The rolling stock is sufficient for the business of the road and maintained in a good condition.

The company have a neat and convenient waiting station at Lewiston.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		Commissioners
ROSCOE L. BOWERS.			of Maine.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Lime Rock Railroad, as required by law, and find the condition of said road and rolling stock to be as follows :

Road Bed, Track, etc.

This line of railroad, though constructed mainly for the transportation of lime-stone from the quarries to the kilns, in the city of Rockland, is well located and constructed.

The road-bed is wide, and the grades are well distributed. Sufficient ditching and draining has been done to clear the road-bed of surface drainage. The track is of standard gauge, generally laid with steel rails. A part, however, was laid with old iron rails which are now much worn and laminated. The track generally is maintained in good line and surface.

Bridges, Viaducts and Culverts.

The bridge structures on this line consist mainly of southern pine trestles. These constitute a large portion of the main line, and approaches to the lime kilns.

These trestles have been substantially constructed, and are all in good condition.

Rolling Stock, Station Buildings, etc.

The rolling stock consists only of locomotives and cars used for the transportation of lime-stone.

These are in good condition. As this is not a passenger railroad, station buildings are not required.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		} Commissioners
ROSCOE L. BOWERS.			} of Maine.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 189

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Maine Central Railroad, as required by law, and find the condition of said road and rolling stock to be as follows :

PORTLAND TO BANGOR.

Road Bed, Track, etc.

The portion of the Maine Central Railroad extending from Portland to Bangor is not excelled by any other line of railroad in the State.

Much has been done within the past few years upon the road by way of widening, ditching and draining.

Many depressions in the track have been raised and grouted, lessened, and all from Portland to Waterville has been laid with heavy steel rails, and has throughout been well ballasted, and maintained in good line and surface. That part of the road between Portland and Brunswick is entitled to special mention and commendation.

BRIDGES, VIADUCTS AND CULVERTS.

The bridges, viaducts and culverts throughout this portion of the road are generally first-class. The bridge superstructures are nearly all of iron, and are mostly of a modern and approved design among which we are pleased to mention the one over the Gardiner sluice which has been erected during the past year.

BANGOR TO VANCEBORO.

Road Bed, Track, etc.

This road was originally well located, though much of it passes through low lands and swamps, which at certain seasons of the year has been overflowed and the track and road bed to some extent washed away, and otherwise damaged, thus compelling the rail-



Maine Central Railroad Bridge Across the Kennebec River at Augusta, Maine.

company to expend large sums of money in raising the road bed, ballasting the track and in rip-rapping. Considerable ditching has been done during the past year, and many new ties have been laid. Fifteen miles of new steel rails have been laid during the past season. The track is maintained in fair line and surface.

BRIDGES, VIADUCTS AND CULVERTS.

Some of the wooden structures are becoming old, but preparations are being made to replace all such with new and modern iron superstructures. New iron bridge superstructures have been erected over the Mattawamkeag river, and over Kenduskeag stream at Bangor, and the Molunkus stream, and at Bancroft, during the past season.

CUMBERLAND JUNCTION TO WATERTVILLE.

Road Bed, Track, etc.

This portion of the road is well ditched, drained and ballasted. The greater part of the track is now laid with heavy steel rails and is well lined and surfaced.

BRIDGES, VIADUCTS AND CULVERTS.

Many of the open water ways and culverts have been rebuilt during the past year. All of the bridge superstructures on this line of road are of iron, and are generally placed upon first-class masonry.

BANGOR AND MT. DESERT FERRY.

Road Bed, Track, etc.

This branch of the Maine Central Railroad has been very much improved since it was first constructed. The road-bed has been raised in many places, and ditched and drained where needed.

The track is well ballasted and maintained in good line and surface.

BRIDGES, VIADUCTS AND CULVERTS.

All of the bridge superstructures, except that across the Penobscot river, are now of iron, and are generally of first quality, and the water ways and culverts are well constructed.

BREWER TO BUCKSPORT.

Road Bed, Track, etc.

But little has been expended on the road bed or track of this portion of the Maine Central Railroad since it has been owned and

operated by that corporation. Sufficient repairs and renewals been made to keep it in a safe condition.

BRIDGES, VIADUCTS AND CULVERTS.

There are but few openings on the line of this road, and have good stone abutments, and are spanned with wooden stringers.

BATH TO LEWISTON.

Road Bed, Track, etc.

This portion of the Maine Central system, a part of which originally poorly located, has been by large expenditures put in good condition. The road-bed has been widened and raised where needed, and is now well ditched and drained, and the track is well ballasted.

BRIDGES, VIADUCTS AND CULVERTS.

A new and substantial iron superstructure on first class abutments has taken the place of the old wooden truss bridge at Sewall's Creek. Preparation is being made to place a similar structure at New Meadows, on the line between Bath and Brunswick. A new iron plate girder has been put in at Sabattus stream. All other bridge structures on this line are in a good and safe condition.

CROWLEYS' JUNCTION TO FARMINGTON.

Road Bed, Track, etc.

This line of railroad was originally poorly located and faulty construction, but since it has been owned and operated by the Maine Central Railroad Company, it has been greatly improved. The road-bed is fairly well ditched and drained, and the track has been raised in places where needed.

From Crowleys' Junction to Leeds Junction the road-bed and track has been for the past few years somewhat neglected.

During the past season, it has been somewhat improved by way of ditching and ballasting and in lining and surfacing the track, and it now rides fairly well, though the steel and iron rails in use are somewhat worn. The rest of the track is in good condition.

BRIDGES, VIADUCTS AND CULVERTS.

The bridge structures on this line are mostly of wood, but a good material, well constructed, and in good condition.

The truss and pile bridge at Farmington has been in part renewed and repaired during the past season. The small bridges and culverts have received all needed repairs.

WATERVILLE TO SKOWHEGAN.

Road Bed, Track, etc.

Considerable has been done to improve the road-bed and track of this line during the past season, by way of ditching, draining and ballasting. The track is in good line and surface, and rides well.

BRIDGES, VIADUCTS AND CULVERTS.

The bridge superstructures on this line are of iron, and are placed on good stone abutments. Many of the culverts and water ways have been rebuilt during the past year, and are now all in good condition.

BURNHAM JUNCTION TO BELFAST.

Road Bed, Track, etc.

Little has been done on the line of this road, other than what has been done by the section men. The road-bed is fairly well ditched and drained, but needs ballast in many places.

The track has been kept in fair line and surface notwithstanding the fact that most of the iron rails in use are those that were first laid.

BRIDGES, VIADUCTS AND CULVERTS.

Many of the bridges on this line have been rebuilt within the past few years, and though of wood are substantially built and of good material. The culverts and water ways have received needed repairs and renewals.

NEWPORT TO FOXCROFT.

Road Bed, Track, etc.

The portion of this road, known as the Dexter & Newport branch, was originally well constructed, and though in the past it has been somewhat neglected; since the line has been extended to Foxcroft, it has been much improved, by way of ditching and ballasting. The construction of the road from Dexter to Foxcroft was faulty in many respects. The line was originally constructed by the Dexter & Piscataquis Railroad Corporation.

Since it has been leased by the Maine Central Railroad Company the road has been substantially reconstructed, and is now in condition.

BRIDGES, VIADUCTS AND CULVERTS.

The greater portion of the bridge superstructures are of iron and are supported by good stone abutments. Many of the culvert water ways will have to be rebuilt.

MOUNTAIN DIVISION.

Road Bed, Track, etc.

This line of railroad which was formerly known as the Portland & Ogdensburg Railroad, was originally well located and constructed but much has been done in recent years, by filling and reducing grades at certain points within this State. The road-bed and generally, have been much improved since the road has been leased by the Maine Central Railroad Company. The track is in line and surface, and the road is in a satisfactory condition.

BRIDGES, VIADUCTS AND CULVERTS.

The greater portion of the bridge superstructures are of iron substantial and of an approved design. Such as are of wood have been rebuilt or strengthened when needed.

The culverts and water ways have been carefully looked after at many points iron stringers have been substituted for the wood.

Rolling Stock, Station Buildings, etc

Much has been done by the company during the past few years in rebuilding and reconstructing station buildings, platforms, freight buildings, etc., throughout the entire system. Nearly all of the passenger station buildings are new and convenient, and are generally clean and neat by those in charge.

The rolling stock used on the main lines, as a rule, is first class in every respect, and that on all lines, as good as travel and demands.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railro
A. W. WILDES,	
ROSCOE L. BOWERS.	
	} Commissi
	} of Mai

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Monson (Narrow Gauge) Railroad, as required by law, and find the condition of said road and rolling stock to be as follows :

Road Bed, Track etc.

The road-bed is wide and for the most part well ditched, drained and fairly well ballasted. The track is in good line and surface and rides smoothly.

Bridges, Viaducts and Culverts.

There are now no bridges on the line of this road, but there are several open water ways and culverts, which are spanned by wooden stringers resting upon timber walls, all of which are in good condition.

Rolling Stock, Station Buildings, etc.

The rolling stock is adapted to the traffic of the road and is in fair condition.

The station buildings at Monson are fairly convenient.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		} Commissioners
ROSCOE L. BOWERS.			} of Maine.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17,

We, the undersigned, board of Railroad Commissioners certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Orchard Beach Railroad, as required by law, and find condition of said road and rolling stock to be as follows :

Road Bed, Track, etc.

This road is located along the shore of Saco Bay. It is used only in the summer season, and is used wholly for the transport of passengers.

Bridges, Viaducts and Culverts.

The only bridge on the line is a pile structure which has been rebuilt within the past two years.

Rolling Stock, Station Buildings, etc.

The rolling stock is of light weight, and is suitable for the requirements of the business of the road, and the condition of the road as a whole, is sufficient for the purpose for which it was constructed.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Rail
A. W. WILDES,	
ROSCOE L. BOWERS.	
	Commis
	of M

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Phillips & Rangeley (narrow gauge) Railroad, as required by law, and find the condition of said road and rolling stock to be as follows :

Road Bed, Track, etc.

The road-bed is wide, well graded, and fairly well ditched and drained. The track is laid with steel rails of thirty-five pounds to the yard, and a large proportion of it is in good line and surface, and fairly well ballasted.

Bridges, Viaducts and Culverts.

There are three "Through Howe Truss" wooden bridges on this line; the longest and most important of these is the one across the Sandy river at Phillips. This bridge is built in a substantial manner, of good timber and rests upon abutments and piers of well built masonry. The other two, one across the Perham stream, and the other across the Oberton stream, are well constructed and are supported by stone abutments.

There are several long trestle bridges, all of which are built in a substantial manner. The smaller water ways and culverts are spanned by wooden stringers, all of which are well built and all in good condition.

Rolling Stock, Station Buildings, etc.

The rolling stock is mostly new and in good order. The station buildings are not all completed. A new station building has been built at Redington, and another is being built at Rangeley.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		Commissioners
ROSCOE L. BOWERS.			of Maine.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 18

We, the undersigned, board of Railroad Commissioners, do hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Portland (Electric and Horse) Railroad, as required by law, and the condition of said road and rolling stock to be as follows:

Road Bed, Track, etc.

The tracks of this road are laid through most of the principal streets in the city of Portland, and on one or more of the principal highways in the town of Deering. The road is well constructed and maintained in good condition. The cars on a portion of the system are now propelled by electricity.

Bridges, Viaducts and Culverts.

None of the bridges or water ways over which its track is laid are maintained by the corporation.

Rolling Stock, Station Buildings, etc.

The rolling stock in use, is modern in style, well constructed and maintained. Neat and convenient waiting rooms are maintained at all points on the line where needed.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891,

D. N. MORTLAND,	} Railroad
A. W. WILDES,	
ROSCOE L. BOWERS.	
	Commissioners
	of Maine

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Portland & Rochester Railroad, as required by law, and find the condition of said road and rolling stock to be as follows:

Road Bed, Track, etc.

The road bed is wide, and for the most part well ditched and drained. The track is laid with steel rails, upon cedar ties and is fairly well lined, surfaced and ballasted.

The new extension from the Portland and Rochester station in Portland, to the Union station, is well constructed and in good condition in every respect. The track on the Marginal Way is not in good line or surface. The road-bed is narrow, and should be widened and protected with rip-rap.

Bridges, Viaducts and Culverts.

The bridge on the main line at Saco river, is an iron truss resting upon good granite abutments and piers. The bridge at Shaker pond in Alfred is a plate girder supported by first-class masonry. The wooden truss bridges at Springvale and East Rochester, and other small or truss bridges along the line are in good condition, several of them having been rebuilt during the past three years. Iron I beams and girders have been substituted for wooden stringers on most of the open water ways and culverts. The sluice ways on the Marginal Way in Portland should be rebuilt.

Rolling Stock, Station Buildings, etc.

The rolling stock is generally first-class and is in good condition. Additions have been made to it during the past season.

The station buildings are well arranged, and are comfortable and convenient structures, and kept in good order.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		} Commissioners
ROSCOE L. BOWERS.			} of Maine.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Rockport (three feet gauge) Railroad, as required by law, and find the condition of said road and rolling stock to be as follows:

Road Bed, Track, etc.

The Rockport railroad was constructed wholly for the purpose of transporting lime-stone from the quarries at Simonton's Corner, called, to Rockport village. It is a narrow gauge road, well laid out and was fairly well constructed.

Considerable has been done during the past two years, in widening and raising the road-bed in low places. The track is laid with light steel rails, which though considerably worn are still in good condition.

Bridges, Viaducts and Culverts.

There are but few bridges on this line, and these consist of wooden stringers upon piles or trestles. All have been kept in good repair and are in safe condition.

Rolling Stock, Station Buildings, etc.

This road having been constructed for the purpose of transporting lime-stone, and used for no other purpose, no station buildings were required. The rolling stock is light, but in fairly good repair and in good condition.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		Commissioners
ROSCOE L. BOWERS.			of Maine.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Portland & Rumford Falls Railway (R. F. & B. R. R.) as required by law, and find the condition of said road and rolling stock to be as follows :

Road Bed, Track, etc.

The road-bed is of good width, and is generally well ditched and drained. The track is mostly laid with steel rails upon fairly good ties, and it is well lined, surfaced and ballasted.

Bridges, Viaducts and Culverts.

The high pile bridge at Pottle stream has been rebuilt in a substantial manner, with oak piles, and hard pine timber. The superstructure of the wooden truss bridge at Buckfield is in good order, and is supported by abutments of second class masonry. The wooden lattice bridge at Sumner, rests upon abutments of first-class masonry and, and is in good condition.

The smaller open water ways and culverts have been repaired and strengthened.

Rolling Stock, Station Buildings, etc.

The rolling stock is mostly first-class and in good condition. The station buildings are in good repair, comfortable and convenient.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad Commissioners of Maine.
A. W. WILDES,	
ROSCOE L. BOWERS.	

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Sandy River (narrow gauge) Railroad, as required by law, and find the condition of said road and rolling stock to be as follows:

Road Bed, Track, etc.

During the past season, some attention has been given to raising and widening the road-bed, also to ditching and draining, but more is required as many of the embankments are still too narrow.

About twelve miles of steel rails have been laid this season, completing the steel track between Farmington and Phillips.

Considerable ballasting has been done, and the line and surface of the track has been much improved.

Bridges, Viaducts and Culverts.

There are many high trestle bridges on the line of this road, which require constant care and attention.

Several of these have been repaired this season, and others are in process of repair. The bridge over the Sandy river at Phillips, is an iron truss, of modern design and construction, resting upon abutments of solid masonry. The long high trestle at Stron has been somewhat repaired and strengthened, and repairs have been made on several of the smaller water ways.

Rolling Stock, Station Buildings, etc.

The rolling stock is generally first-class, and in good condition. The station buildings are fairly convenient.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		Commission
ROSCOE L. BOWERS.			of Maine.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Seaboard & Moosehead Railroad as required by law, and find the condition of said road and rolling stock to be as follows :

Road Bed, Track, etc.

The road-bed is narrow, and should be widened and raised, and properly ditched. The track is laid with steel rails, but is not in good line or surface. Many new ties are needed.

Bridges, Viaducts and Culverts.

There is but one wooden trestle bridge on the line of this road, and that is in fair condition.

Several of the culverts should be rebuilt and others repaired.

Rolling Stock, Station Buildings, etc.

The rolling stock is old and nearly worn out. The station buildings at Hartland are fairly convenient.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad
A. W. WILDES,	
ROSCOE L. BOWERS.	
	Commissioners
	of Maine.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Somerset Railway, as required by law, and find the condition of said road and rolling stock to be as follows:

Road Bed, Track, etc.

The road-bed is of good width, and for the most part properly ditched and drained. A little more than one-half of the track is laid with steel rails and the remainder is laid with iron. The track is in good line and surface, and rides well. The ties are generally sound and good.

Bridges, Viaducts and Culverts.

The long wooden lattice "Deck" bridge across the Kennebec river at Norridgewock, and the long "Through" lattice bridge across the same river at Madison, and the "Through" lattice bridge across the Carratunk stream at North Anson are in good condition, and are supported by abutments and piers of first-class masonry.

The new iron bridge over the Kennebec river at Solon is a substantial structure of modern design, and rests upon abutments and piers of first-class masonry. There are several trestle and girder bridges at different points on the road, all of which are well constructed structures. The open water ways, are mostly spanned with wooden stringers, resting upon stone abutments.

Rolling Stock, Station Buildings, etc.

The rolling stock is not modern in style but is in good condition for the service. The station buildings at Norridgewock, Madison and North Anson are comfortable. Those at Solon and Bangor are of later style and construction, and more conveniently arranged.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad
A. W. WILDES,	
ROSCOE L. BOWERS.	
	Commissioners
	of Maine.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the St. Croix & Penobscot Railroad, as required by law, and find the condition of said road and rolling stock to be as follows :

Road Bed, Track, etc.

The road-bed is of fair width, but the surface is irregular and uneven, and it should be raised, surfaced and ballasted. A little more than seven and one-half miles of the track are laid with steel rails, the remainder is laid with iron which is much worn. Many new ties are needed.

Bridges, Viaducts and Culverts.

The long truss deck bridge across the St. Croix river at Baring, and the "Through" lattice bridge crossing the same river at Sprague's Falls are maintained in a safe condition. The trestle bridges and open water ways of which there are many along the road, are kept in fair repair and in a safe condition.

Rolling Stock, Station Buildings, etc.

The rolling stock is adapted to the service required of it, and the station buildings are fairly good.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	}	Railroad Commissioners of Maine.
A. W. WILDES,		
ROSCOE L. BOWERS.		

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the Waterville & Fairfield (Horse) Railroad, as required by law, and find the condition of said road and rolling stock to be as follows:

Road Bed, Track, etc.

This railroad is constructed on the principal thoroughfare of the city of Waterville, and the highway leading to and into the village of Fairfield. It is well constructed, and has been carefully maintained and successfully operated.

Bridges, Viaducts and Culverts.

There are no bridges or culverts on the line, constructed or maintained by the railroad corporation.

Rolling Stock, Station Buildings, etc.

The rolling stock is ample for the accommodation of the traffic on said road, and is maintained in good condition.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad
A. W. WILDES,	
ROSCOE L. BOWERS.	
	Commissioners
	of Maine.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

Office of Railroad Commissioners.

AUGUSTA, November 17, 1891.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the York Harbor and Beach Railroad, as required by law, and find the condition of said road and rolling stock to be as follows :

Road Bed, Track, etc.

The road-bed has been much improved during the past two years and is now of fair width, well ditched, drained and ballasted. The rails are of steel and the track is in good line and surface.

Bridges, Viaducts and Culverts.

The location of the road being in many places across tide water, a large amount of pile bridging was required. In the construction of these, heavy oak piles were used. These bridges are well built, and are in the main in good condition, although one or two are now somewhat out of line. The small openings and water ways are in good order.

Rolling Stock, Station Buildings, etc.

The rolling stock is furnished by the Boston & Maine Railroad Company and is of the same class in use by that corporation.

The station buildings are new, tasty and convenient.

In Witness Whereof, we have set our hands this seventeenth day of November A. D. 1891.

D. N. MORTLAND,	} Railroad Commissioners of Maine.
A. W. WILDES,	
ROSCOE L. BOWERS.	

PART III.

ABSTRACT

OF THE

Returns of Railroad Companies

AND

STATISTICAL TABLES

FOR THE

Year Ending June 30, 1891.

Report of the Augusta, Hallowell and Gardiner Railroad Company for the Year Ending June 30, 1891.*

HISTORY.

Name of common carrier making this report? Augusta, Hallowell and Gardiner Railroad Company.

Date of organization? March 18 1889.

Organized under the laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post office Address.
J. MANCHESTER HAYNES.....	Augusta, Maine.
HENRY G. STAPLES.....	"
O. D. BAKER.....	"
E. C. ALLEN.....	"
GEORGE E. MACOMBER.....	"
JOHN F. HILL.....	"
AMOS T. GERALD.....	"

Total number of stockholders at date of last election, 36.

Date of last meeting of stockholders for election of directors, May 14, 1891.

Post office address of general office, Augusta, Maine

Post office address of operating office, Augusta, Maine.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	J. MANCHESTER HAYNES.....	Augusta, Maine.
President.....	J. MANCHESTER HAYNES.....	"
Secretary.....	HENRY G. STAPLES.....	"
Treasurer.....	GEORGE E. MACOMBER.....	"
Attorney, or General Counsel..	O. D. BAKER.....	"
General Superintendent.....	E. R. DAY.....	Hallowell, Maine.

PROPERTY OPERATED.

Name.	TERMINALS		Miles of line for each road named.
	From—	To—	
Augusta, Hallowell & Gardiner R. R. ...	Augusta	Gardiner.....	7

*Commenced operations July 26, 1890.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	
Common	1,500	\$100 00	\$150,000	\$1
Dividends declared during the year....	None.			

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.		
	Date of issue.	When due.					Rate.	When payable.	Am't acc'd during y'r.
First Mort.	1890	1910	\$150,000	\$100,000	\$100,000	\$93,500	6 per ct.	Jan. & July.	\$6,000

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Am't issued.	Am't outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Y
Mortgage bonds.....	\$100,000	\$100,000	\$6,000	

CURRENT ASSETS AND LIABILITIES.

CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30 1891.

Loans and bills payable	\$9,
Matured interest coupons unpaid (including coupons due July 1).....	3,
Miscellaneous	
	\$13,

RECAPITULATION.
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding	AMOUNT PER MILE OF ROAD.	
		Miles.	Amount.
Capital stock	\$120,000	7	\$17,142
Bonds.....	100,000		14,286
	\$220,000	7	\$31,428

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Total Cost to June 30, 1891	Cost per mile.
Construction, including equipment.....	\$130,693 16	
Discount on securities sold for construction.....	102,500 00	
Total cost construction, equipment, etc.....	\$233,193 16	\$33,313 30

INCOME ACCOUNT.

Gross earnings from operation	\$31,389 15	
Less operating expenses.....	24,635 06	
Income from operation	\$6,754 09	
Total income		\$6,754 09
Deductions from income:		
Interest on funded debt accrued.....	6,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	634 65	
Total deductions from income.....		6,634 65
Net income		\$119 44

EARNINGS FROM OPERATION.

Passenger revenue.....	\$31,014 15	
Total passenger revenue.....		\$31,014 15
Other items		375 00
Gross earnings from operation		\$31,389 15

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.
Maintenance of way and structures:	
Repairs of roadway	\$780 31
Maintenance of equipment:	
Repairs and renewals of passenger cars	\$753 74
Conducting transportation:	
Wages and salaries	\$10,829 07
Power.	5,410 43
Total	\$16,239 50
General expenses:	
Insurance	\$ 942 16
Other general expenses ..	2,210 34
Horses.	2,952 12
Snow.....	756 89
Total.....	\$6,861 51
Recapitulation of expenses:	
Maintenance of way and structures....	\$ 780 31
Maintenance of equipment	753 74
Conducting transportation	16,239 50
General expenses	6,861 51
Grand total	\$24,635 06

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First Mortgage	Augusta	Gardiner	7	\$14,285 71

EMPLOYEES AND SALARIES.

Class.	Number.	Total yearly compensation.	Average daily compensation.
Superintendent	1	\$1,000	
Engineers	2	-	\$2 00
Firemen	2	-	1 50
Conductors	10	-	1 43
Motor men	10	-	1 43
Section foreman	1	-	2 00
Other trackmen	1	-	1 50
All other employees and laborers	10	-	1 43
Total, including general officers	37		
Less, general officers	1		
Total, excluding general officers	36		

DESCRIPTION OF EQUIPMENT.

CARS IN PASSENGER SERVICE.

First-class passenger cars, open	7
Passenger cars, closed	5
Total	12

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	Steel rails.
	Main line.	Branches and spurs.		
Miles of single track	7	1	7	7

Report of the Bangor and Piscataquis Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Bangor and Piscataquis Railroad Company.

Date of organization? April 22, 1867.

Organized under "An Act to incorporate the Bangor and Piscataquis Railroad Company," enacted by the Legislature of the State of Maine and approved March 5, 1861. Act of incorporation amended February 5, 1868, and February 6, 1877.

ORGANIZATION.

Name of Directors.	Post office Address.	Date of Expiration of Term.
E. B. NEALLEY.....	Bangor, Maine.....	Third Wed. in March 1892.
C. S. MARSTON	"	"
JOHN CASSIDY.....	"	"
L. J. MORSE	"	"
ISAAC STRICKLAND.....	"	"
C. P. STETSON	"	"
B. B. THATCHER.....	"	"
JOSEPH W. PORTER	"	"
A. M. ROBINSON.....	Dover, Maine	"

Total number of stockholders at date of last election, 212.

Date of last meeting of stockholders for election of directors, March 18, 1891.

Post office address of general office, Bangor, Maine.

Post office address of operating office, Bangor, Maine.

OFFICERS.

Title.	Name.	Location of Office.
President	E. B. NEALLEY	Bangor, Maine.
Secretary	H. W. BLOOD.....	"
Treasurer	H. W. BLOOD.....	"
General Superintendent	ARTHUR BROWN	"
General Freight Agent	ARTHUR BROWN	"
General Passenger Agent.....	ARTHUR BROWN	"

PROPERTY OPERATED.

Name of every railroad the operations of which are included in the income account :

1. Railroad line represented by capital stock—main line. 2. Line operated under lease for specified sum.

Name.	TERMINALS.		Miles of line for each road named
	From—	To—	
1. Bangor & Piscataquis R. R.	Old Town	Greenville	75.50
2. Bangor & Katahdin Ir'n W'ks R'y	Milo Junction,	Katahdin Iron Works,	18.90
Total mileage operated			95.40

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding	Dividends declared during year.
Common	20,000	\$50 00	\$1,000,000	\$356,900	None.
MANNER OF PAYMENT FOR CAPITAL STOCK.			Total number of shares issued.	Total cash realized.	
Issued for cash: common			7,136	\$356,900	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS

Class of Bond or Obligation.	Time.		Amount of issue.	Amount Issued.	Am't Out-standing.	Cash Realized on Amount Issued.	Interest.		
	Date of Issue	When Due.					Rate.	When Payable.	Am't Accru'd During Year
First mortgage	April 1, 1869.	Apr. 1 1899.	\$600,000 00	\$600,000 00	\$600,000 00	Not given.	.6 per cent.	Apr. 1 & Oct. 1	\$36,000 00
First mortgage	October 1, 1876	Apr 1 1899	325,000 00	325,000 00	325,000 00	Not given.	.7 per cent	" "	22,750 00
Preferred mortgage, April 2, 1883.	Apr. 2 1913		300,000 00	300,000 00	300,000 00	\$302,375 00	.5 per cent	Apr. 2 & Oct 2	15,000 00
Grand total			1,225,000 00	1,225,000 00	1,225,000 00	-	-	-	\$73,750 00

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Interest.	
	Am't Accru'd During Yr	Am't Paid During Year.
Mortgage bonds.....	\$1,225,000 00	\$73,750 00
	\$1,225,000 00	\$77,000 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAY'T OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash.....	\$8,690 18	Net traffic balances due to other companies.....	\$183 72
Due from agents	6,114 83	Matured interest coupons unpaid (including coupons due July 1.....	324,091 15
Net traffic balances due from other companies.....	4,077 89	Rentals due July 1	6,050 00
Due from solvent companies and individuals.....	2,978 93	Total.....	\$329,326 87
Balance—current liabilities....	307,465 21		
	\$307,465 21		

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RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding	APPORTIONMENT.	AMOUNT PER MILE OF ROAD.	
		To railroads.	Miles.	Amount.
Capital stock.	\$356,900 00	\$ 356,900 00	76.50	\$ 4,665 30
Bonds	1,225,000 00	1,225,000 00	76 50	16,020 80
Total	\$1,581,900 00	\$1,581,900 00	76.50	\$20,686 20

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Total cost to June 30, 1890	Total cost to June 30, 1891.	Cost per mile.
Total construction	\$1,601,690 33	\$1,601,690 33	\$20,930 89
Total equipment	110,200 07	110,200 07	1,518 96
Grand total cost construction, equipment, etc	\$1,711,890 40	\$1,711,890 40	\$22,449 85

INCOME ACCOUNT.

Gross earnings from operation	\$172,009 52	
Less operating expenses	110,112 93	
Income from operation		\$61,896 59
Miscellaneous income	249 00	
Income from other sources		249 00
Total income		\$62,145 59
Deductions from income:		
Interest on funded debt accrued	73,750 00	
Rents	10,100 00	
Total deductions from income		83,850 00
Deficit		\$21,704 41
Deficit from operations of year ending June 30, 1891	\$ 21,704 41	
Deficit on June 30, 1890	152,406 85	
Deficit on June 30, 1891		\$174,111 26

EARNINGS FROM OPERATIONS.

Item.	Total receipts.	Actual earnings.
Passenger revenue	\$69,572 87	
Total passenger revenue		\$69,572 87
Mail		7,103 64
Express		1,694 10
Extra baggage and storage		227 63
Total passenger earnings		\$78,598 24
Freight revenue	93,411 28	
Total freight revenue		93,411 28
Total passenger and freight earnings		\$172,009 52
Other earnings from operation: Rents not otherwise provided for	249 00	
Total other earnings		249 00
Total gross earnings from operation		\$172,258 52

MISCELLANEOUS INCOME.

Item.	Gross income.	Net miscellaneous income.
Interest on deposits	\$100 00	\$100 00
House and land rents	149 00	149 00
Total	\$249 00	\$249 00

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway.....	\$17,302 67	\$9,524 31	\$26,826 98
Renewals of rails.....	3,028 33	1,666 97	4,695 30
Renewals of ties.....	2,121 61	1,167 80	3,289 31
Repairs of bridges and culverts.....	3,892 09	2,142 43	6,034 52
Repairs of fences, road-crossings, signs and cattle guards.....	199 85	110 01	309 86
Repairs of buildings.....	795 23	437 75	1,232 98
Total	\$27,339 68	\$15,049 27	\$42,388 95
Maintenance of equipment:			
Repairs and renewals of locomotives....	\$4,189 06	\$2,305 89	\$6,494 95
Repairs and renewals of passenger cars....	4,606 60	-	4,606 60
Repairs and renewals of freight cars....	-	3,615 73	3,615 73
Shop machinery, tools, etc.....	45 09	24 81	69 90
Other expenses.....	302 92	166 73	469 65
Total	\$914 367	\$6,113 16	\$15,256 83
Conducting transportation:			
Fuel for locomotives.....	\$9,555 19	\$5,260 19	\$14,815 38
Water-supply for locomotives.....	163 88	90 21	254 09
Wages of trainmen.....	11,886 12	6,542 82	18,428 94
Expense of telegraph, including train dispatchers and operators.....	161 24	88 76	250 00
Wages of station agents, clerks and laborers.....	5,981 80	3,292 73	9,274 53
Station supplies.....	133 44	73 47	206 91
Car mileage—balance.....	644 39	-	644 39
Loss and damage.....	421 35	-	421 35
Other expenses.....	976 65	537 61	1,514 26
Total	\$29,924 06	\$15,885 79	\$45,809 85
General expenses:			
Salaries of officers.....	\$3,041 87	\$1,674 43	\$4,716 30
General office expenses and supplies....	286 43	157 66	444 09
Advertising.....	231 30	127 32	358 62
Insurance.....	338 61	186 39	525 00
Other general expenses.....	395 55	217 74	613 29
Total	\$4,293 76	\$2,363 54	\$6,657 30
Recapitulation of expenses:			
Maintenance of way and structures	\$27,339 68	\$15,049 27	\$42,388 95
Maintenance of equipment.....	9,143 67	6,113 16	15,256 83
Conducting transportation.....	29,924 06	15,885 79	45,809 85
General expenses.....	4,293 76	2,363 54	6,657 30
Grand total.....	\$70,701 17	\$39,411 76	\$110,112 93

Percentage of expenses to earnings . 63.

RAILROAD COMMISSIONERS' REPORT.

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on Bonds Guaranteed	Cash.	Total.
Bangor & Katahdin Iron Works	\$6,000 00	\$4,100 00	\$10,100 00

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS JUNE 30, 1891.

Cost of road.....	\$1,601,690 33
Cost of equipment.....	110,200 07
Cash and current assets	21,861 63
Other assets: Materials and supplies.....	3,363 58
Profit and loss.....	174,111 26
Grand total.....	\$1,911,226 87

LIABILITIES JUNE 30, 1891.

Capital stock	\$356,900 00
Funded debt	1,225 000 00
Current liabilities.....	329,326 87
Grand total.....	\$1,911,226 87

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHEAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds, date of April 1, 1889	Old Town	Greenville	76.50	\$12,091 50
Preferred mortgage bonds, date of April 2, 1883....	Old Town	Greenville	76.50	3,921 57

All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total yearly compensation.	Average daily compensation.
General officers	3	\$4,100 00	
General office clerks	1	600 00	
Station agents	20	7,608 00	\$1 21
Other station men	3	1,182 00	1 25
Enginemen	7	5,896 80	2 70
Firemen	7	3,601 60	1 65
Conductors	7	5,460 00	2 50
Other trainmen	10	4,992 00	1 60
Mechanists	2	1,248 00	2 00
Carpenters	6	3,744 00	2 00
Other shopmen	4	2,059 20	1 65
Section foreman	19	8,892 00	1 50
Other trackmen	38	14,820 00	1 25
Switchmen, flagmen, and watchmen	6	2,340 00	1 25
Telegraph operators and dispatchers	18		
All other employees and laborers	10	3,900 00	1 25
Total, including general officers	161	\$70,445 60	
Less, general officers	3	4,100 00	
Total, excluding general officers	158	\$66,345 60	

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

Item.	Column for ton- nage, number passengers, number trains, mileage, number cars	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue,	70,468			
Number of passengers carried one mile	2,115,082			
Average distance carried	30.15			
Total passenger revenue		\$69,572	87	
Average amount received from each passenger,			98	721
Average receipts per passenger per mile			03	716
Estimated cost of carrying each passenger 1 mi.,			03	342
Total passenger earnings		78,598	24	
Passenger earnings per mile of road		823	88	092
Passenger earnings per train-mile			72	252
FREIGHT TRAFFIC:				
No. of tons carried of freight earning revenue,	66,635			
Number of tons carried one mile	2,187,671			
Average distance haul of one ton	32.63			
Total freight revenue		\$93,411	28	
Average amount received for each ton of freight			1	40 184
Average receipts per ton per mile			01	269
Estimated cost of carrying one ton one mile			01	801
Total freight earnings		93,411	28	
Freight earnings per mile of road		979	15	388
Freight earnings per train-mile			1	54 946
PASSENGER AND FREIGHT:				
Passenger and freight revenue		162,984	15	
Passenger and freight revenue per mile of road,		1,708	42	925
Passenger and freight earnings		172,009	52	
Passenger and freight earnings per mile of road		1,803	03	480
Gross earnings from operation		172,258	52	
Gross earnings from operation per mile of road,		1,805	64	487
Expenses		110,112	93	
Expenses per mile of road		1,154	22	568
TRAIN MILEAGE:				
Miles run by passenger trains	108,783			
Miles run by freight trains	60,286			
Total mileage trains earning revenue	169,069			
Miles run by switching trains	10,235			
Miles run by construction and other trains	7,795			
Grand total train mileage	187,099			

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKES.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		Number.	Kind.	Number.	Kind.
Locomotives	8	4	Standard Empire Vacuum		
Cars in passenger service:					
First-class passenger cars	6	6	Standard Empire Vacuum	6	Miller.
Combination passenger cars	1				
Baggage, express and postal cars.	4	2	Standard Empire Vacuum	2	Miller.
Total	11	8			
Cars in freight service:					
Box cars	53				
Flat cars	61				
Other cars	2				
Total	116				

MILEAGE OF ROAD OPERATED, AND OWNED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK	Line operated under lease.	Total mileage operated.	RAILS.	
	Main Line.			Iron	Steel
Miles of single track	76.50	18.90	95.40	39.40	56
Miles of yard track and sidings...	4.80	-	4.80		
Total mileage operated (all tracks)	81.30	18.90	100.20		
MILEAGE OWNED BY ROAD MAKING THIS REPORT.					
Maine	81.30	-	-	25.30	56

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR		
Kind	Tons	Weight per yard—lbs.	Average price per ton at distributing point	Kind.	Number.	
Steel....	501	56	\$33 00	Hemlock	1,665	\$ 0
				Juniper..	3,459	
				Cedar	11,243	
				Total	17,367	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

LOCOMOTIVES.	Wood.	Total fuel consumed—tons.	Miles Run.	Average miles per ton.
	Mix'd—cords			
Passenger.....	2,768	1,581	108,783	
Freight.....	1,547	884	60,286	
Switching.....	263	160	10,235	
Construction.....	199	114	7,795	
Total.....	4,777	2,728	187,099	

Average cost at distributing point, \$3.10.

BRIDGES, TRETTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length—feet.	Minimum length—feet.	Maximum length—feet.	Item.	Number	Height of lowest above surface of rail—feet.
Bridges:					Overhead Highway Crossings:		
Wooden,	30	2,487	8	399	Bridges.	2	18
Trestles,	12	2,123	13	750			

Gauge of track, 4 feet, 8½ inches; 95.40 miles.

TELEGRAPH

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
95.40	114.30	Moosehead Lake Telegraph Company.	Moosehead Lake Telegraph Company.

Report of the Bangor Street Railway (Electric) for Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Public Works Company.

Date of organization? October, 1889. Charter amended by Legislature, 1891.

Organized under general laws State of Maine. Amended by special act passed at session of the Legislature, 1891.

If a consolidated company, name the constituent companies. Give references to charters of each, and all amendments of same.

Public Works Company owns and operates properties formerly owned by Bangor Street Railway, Bangor Electric Light and Power Company, Penobscot Water Power Company, and Brewer Water Company.

Date and authority for each consolidation? Consolidated June 1, 1891, under authority—special act referred to above.

ORGANIZATION.

Names of Directors.	Post office Address.	Date of Expiration of
F. M. LAUGHTON.....	Bangor, Maine.....	December, 1891
F. H. CLERGUE.....	"	" "
M. H. WARDWELL.....	"	" "

Total number of stockholders at date of last election, 3.

Date of last meeting of stockholders for election of directors, December 9, 1890.

Post office address of general office, Bangor, Maine.

Post office address of operating office, Bangor, Maine.

OFFICERS.

Title.	Name.	Location of
Chairman of the Board.....	F. M. LAUGHTON.....	Bangor, Maine
President	F. M. LAUGHTON.....	"
Secretary	F. H. CLERGUE	"
Treasurer.....	M. H. WARDWELL	"
Attorney, or General Counsel.....	Jno P. MASON	"

PROPERTY OPERATED.

Name.	Where operated.	Miles of line each road runs
Bangor Street Railway	Cities of Bangor and Brewer.....	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.
Common	9,000	\$100	\$900,000	\$561,050	None
Preferred.....	1,000	100	100,000	86,050	None.
Total.....	10,000	\$100	\$1,000,000	\$647,100	

MANNER OF PAYMENT FOR CAPITAL STOCK.				No of shares issued during year.
Issued for property.				
Bangor Street Railway, common.				2,000
Bangor Electric Light and Power Co, common				860½
" " " preferred				860½
Penobscot Water and Power Co., common ...				2,000
Brewer Water Co., common.....				750
Total				6,471

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate.	When payable	Am't acc'd during y'r.	Am't paid during y'r.
First Mort.	Aug 1889	Aug 1904	\$200,000	\$200,000	\$200,000	\$190,000	6 per ct	Aug & Feb.	\$11,627.50	\$10,750

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Am't issued.	Am't out-standing.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds.....	\$200,000	\$200,000	\$11,627 50	\$10,785

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To Railroads	To other Properties.	Miles.	Amount.
Capital stock	\$647,100	\$200,000	\$447,100	7.25	\$27,586
Bonds.....	200,000	200,000	-	7.25	27,586
	\$847,100	\$400,000	\$447,100	7.25	\$55,172

RECAPITULATION.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock	Funded debt.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Bangor Street Railway...	\$200,000	\$200,000	\$400,000	7.25	\$55,172

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

	Total cost to June 30, 1891	Cost per mile.
Grand total cost construction, equipment, etc.....	\$434,962 64	\$59,994 84

INCOME ACCOUNT.

Gross earnings from operation	\$42,812 13	
Less operating expenses	29,498 90	
Income from operation	<u>\$13,313 23</u>	
Total income		\$13,313 23
Deductions from income:		
Interest on funded debt accrued	11,627 50	
Total deductions from income		<u>11,627 50</u>
Net income		\$1,685 73
Surplus from operations of year ending June 30, 1891		1,685 73

EARNINGS FROM OPERATION.

Passenger revenue	\$42,457 13	
Total passenger revenue		\$42,457 13
Advertising spaces		355 00
Total gross earnings from operation		<u>\$42,812 13</u>

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.
Maintenance of way and structures	\$1,434 64
Maintenance of equipment	6,985 58
Conducting transportation:	
Power	3,449 87
Wages of conductors and motor men	11,369 46
Oil and waste	175 96
Injuries to persons	950 00
Other expenses—snow bills	1,490 26
Total	<u>\$17,435 56</u>
General expenses:	
Salaries of officers	} 1,463 72
Salaries of clerks	
General office expenses and supplies	
Insurance and taxes	647 22
Other general expenses	1,532 19
Total	<u>\$3,643 13</u>
Recapitulation of expenses:	
Maintenance of way and structures	1,434 64
Maintenance of equipment	6,985 58
Conducting transportation	17,435 55
General expenses	<u>3,643 13</u>
Grand total	<u>\$29,498 90</u>

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	What road mortgaged.	Miles.	Amount of mortgage per mile of road.
First mortgage	Entire property of Bangor Street Railway	7.25	\$27,586 00

All cars, motors and tools mortgaged.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills
Passenger traffic—number carried	817,228			
Total passenger revenue	-	42,457	13	
Average amount received from each passenger.	-		05	238
Total passenger earnings.	-	42,457	13	
Passenger earnings per mile of road.	-	5,905	12	
Passenger earnings per train-mile	-		21	938
Total mileage trains earning revenue.	195,056			

DESCRIPTION OF EQUIPMENT.

First-class passenger cars \$0

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Total mileage operated
Miles of single track	7.25
Gauge 4 feet 8½ inches.	

BRIDGES, TRETTLES, TUNNELS, ETC.

1 trestle 400 feet.

Report of the Belfast and Moosehead Lake Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Belfast and Moosehead Lake Railroad Company.

Date of organization? July 6, 1867.

Organized under the laws of the State of Maine.

This road is operated by the Maine Central Railroad Company under lease.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
CHARLES B. HAZELTINE	Belfast, Maine.....	July, 1892.
JOHN G. BROOKS.....	"	"
GEORGE B. FERGUSON	"	"
ASA A. HOWES	"	"
EDWARD JOHNSON	"	"
ISAIAH MITCHELL	"	"
WM. C. MARSHALL	"	"
EDWARD SIBLEY	"	"
WM. M. WOODS	"	"

Total number of stockholders at date of last election, 148.

Date of last meeting of stockholders for election of directors, July 1, 1891.

Post office address of general office, Belfast, Maine

Post office address of operating office, Portland, Maine.

OFFICERS.

Title.	Name.	Location of Office.
President.....	CHARLES B. HAZELTINE.....	Belfast, Maine.
Secretary and Treasurer.....	JOHN H. QUINBY.....	"

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	TERMINALS.		By What Company Operated?	Under what kind of contract operated.	Miles of line.
	From—	To—			
Belfast and Moosehead Lake Railroad, }	Belfast,	Burnham,	Maine Central R. R. Co...	Lease,	33.30

The Belfast and Moosehead Lake Railroad was leased to the Maine Central under date of April 27, 1871, for a term of fifty years, from May 10, 1871, to May 10, 1921, at an annual rental of \$36,000, payable semi-annually.

Lessees maintain and operate the road, and have entire control of the same, and pay all taxes.

CAPITAL STOCK.

Description.	No. of shares.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING THE YEAR	
					Rate—%	Amount
Common ...	3,804	\$100	\$380,400	\$380,400	3.2375	\$12,316
Preferred ..	2,677	100	267,700	267,700	6	16,062
Total	6,481	\$100	\$648,100	\$648,100	-	\$28,377

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.		
	Date of issue.	When due.					Rate—%	When payable.	Am't accrued during year.
St mort bonds,	May 15, 1888,	May 15, 1920,	\$150,000	\$150,000	\$150,000	\$150,000	5	May & Nov. 15,	\$7,500

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Am't outstanding.	INTEREST.	
			Amount accrued during year.	Am't p during year.
Mortgage bonds .	\$150,000	\$150,000	\$7,500	\$

RECAPITULATION
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	AMOUNT PER MILE OF ROAD.	
		Miles.	Amount.
Capital stock.....	\$648,100	33.30	\$19,462 50
Bonds.....	160,000	33.30	4,504 50
Total.....	\$798,100	33.30	\$23,967 00

INCOME ACCOUNT.

Income from lease of road	\$36,000 00
Deductions from income:	
Salaries and maintenance of organization.....	\$130 00
Interest on funded debt accrued.....	7,500 00
Total deductions from income.....	7,630 00
Net income	\$28,370 00
Dividends, 3.2375 per cent, common stock	\$12,315 45
Dividends, 6 per cent, preferred stock	16,062 00
Total.....	\$28,377 45
Deficit from operations of year ending June 30, 1891.....	7 45
Surplus on June 30, 1890..	9 23
Surplus on June 30, 1891.....	\$1 78

Report of the Boston and Maine Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Boston and Maine R. R. Company.

Date of organization? June, 1835.

Under laws of what States organized? Commonwealth of Massachusetts, State of New Hampshire, State of Maine.

If a consolidated Company, name the constituent companies. Give reference to charters of each, and all amendments of same. Boston and Portland Railroad, Massachusetts, Boston and Maine Railroad of New Hampshire, Maine, New Hampshire and Massachusetts Road of Maine.

STATE OF MASSACHUSETTS.

1833. Chap. 109. An Act to incorporate the Andover and Willmington Railroad from Andover to Willmington, with a capital stock of one thousand shares, the route to be located before June 1st, 1834. (See B. & M. R. R. vs. B. & M. R. R., 5 Cush. 37.)
1834. Chap. 176. Time of location extended.

1835. Chap. 134. Capital stock increased. Time for construction extended to January 1st, 1838, and permission given to alter the route.

1837. Chap. 113. An Act authorizing the building of a branch from Bradford to the State Line of New Hampshire, increasing the capital stock not exceeding one thousand shares, and to change the name to Andover and Haverhill Railroad Corporation.

1839. Chapter 62. An Act to increase the capital stock by \$150,000, and to change the name to the Boston and Portland Railroad Corporation.

1841. Chap. 56. An Act to constitute the stockholders of the Boston and Portland Railroad Corporation stockholders of the Boston and Maine Railroad Company of New Hampshire, and authorizing the union of said companies under the name of the Boston and Maine Railroad Company.

1843. Chap. 90. The Boston and Maine Railroads of New Hampshire and Massachusetts having been united, the united corporation is authorized to unite with the Maine, New Hampshire and Massachusetts Railroad Corporation of Maine, under the name of the Boston and Maine Railroad.

1844. Chap. 172. An Act to incorporate the Boston & Maine Railroad Extension Company from the Boston & Maine Railroad in Wilmington, through Reading, Stoughton, Malden, Somerville or Charlestown, to Haymarket Square, Boston, and to authorize the Boston and Maine Railroad to subscribe for stock of the Extension Company, and to increase its own stock therefor. (See Commonwealth v. B. & M. R. R., 3 Cush. 25, and Davidson v. B. & M. R. R., 3 Cush. 91.)

1845. Chap. 159. An Act to unite the Boston and Maine Railroad and the Boston & Maine Railroad Extension Company under the name of the Boston & Maine Railroad.

1846. Chap. 75. An Act authorizing the re-location of the Boston & Maine Railroad in Andover and the discontinuance of a portion of the original road, and to increase its capital stock. Also to build the Methuen Branch. (See Hagen v. B. & M. R. R., 29 Gray, 574.)

1848. Chap. 292. An Act affecting the location in Somerville and Boston.
1848. Chap. 322. An Act to alter the location of the Methuen Branch so as to meet the Manchester & Lawrence Railroad at the New Hampshire line
1849. Chap. 226. An Act to increase the capital stock by an amount not exceeding \$600,000
1841. Chap. 139. An Act authorizing the purchase of the Stoneham Branch Railroad, and an increase of capital stock therefor.
1855. Chap. 42. An Act authorizing the purchase of the franchises and property of the Danvers Railroad.
1855. Chap. 141. An Act to authorize the Boston & Maine Railroad to amend and refile its location.
1855. Chap. 371. An Act to permit the widening of the bridge across Charles River, within certain limits.
1855. Chap. 386. An Act to establish an independent line of railroad communication between Boston and Lowell. (See Boston & Lowell R. R. v. Salem & Lowell R. R., 2 Gray 1.)
1861. Chap. 176. An Act to authorize the purchase of certain flats and the widening of the Charles River Bridge.
1866. Chap. 102. An Act in regard to the lease of the South Reading Branch.
1867. Chap. 170. An Act to authorize the subscription for stock in the Marginal Freight Railroad Company.
1868. Chap. 17. An Act to relocate the North Andover Branch, and to increase its capital stock to \$5,000,000.
1868. Chap. 118. An Act concerning the crossing of the Eastern Railroad and the Boston and Maine Railroad at Lawrence.
1869. Chap. 343. An Act concerning the bridges over Charles River.
1869. Chap. 352. An Act concerning the same.
1869. Chap. 398. An Act concerning the purchase of the Newburyport City Railroad.
1870. Chap. 9. An Act to authorize the Boston & Lowell Railroad to cross the Boston & Maine Railroad at grade in Somerville.
1870. Chap. 301. An Act concerning the terminal facilities in Boston and the draws across Charles and Miller Rivers.
1870. Chap. 401. An Act amending the preceding act
1872. Chap. 356. An Act authorizing the Eastern Railroad to take certain land on Causeway Street, in Boston, occupied by the Boston & Maine Railroad.
1875. Chap. 357. An Act to provide for the discontinuance of the grade crossings of railroads in Somerville, Charlestown and Boston.
1876. Chap. 7. An act to authorize the purchase of the West Amesbury Branch Railroad.
1876. Chap. 124. An Act to authorize the purchase of the Newburyport Railroad.
1876. Chap. 126. An Act to authorize the purchase of the Danvers Railroad.
1878. Chap. 245. An act in relation to the crossing of the track of the Boston and Maine Railroad by the Lowell and Lawrence Railroad at South Lawrence.
1880. Chap. 205. An Act to authorize the Boston and Maine Railroad and Eastern Railroad to make a contract or lease. (See Phillips vs. Eastern R. R., 138 Mass. 122.)
1886. Chap. 292. An act to provide for a Railroad Union Passenger Station in Boston.

1887. Chap. 392. An Act in amendment of the preceding act.

1887. Chap. 400. An Act to further provide for a Union Railroad Passenger Station in Boston.

1888. Chap. 250. An Act to authorize the Boston and Maine Railroad to purchase the franchises and property of the Eastern Railroad of New Hampshire, and the Portsmouth, Great Falls and Conway Railroad, and to increase its capital stock therefor.

For further Acts concerning the Boston and Maine Railroad, see Acts of 1838, chapter 188; 1839, chapter 145; 1844, chapter 83; 1844, chapter 116; 1846, chapters 79, 157, 212, 229; 1847, chapters 70, 200, 238, 278; 1848, chapters 41, 204, 223, 231, 263, 264; 1849, chapters 7, 230; 1850, chapters 113, 240; 1851, chapters 196, 236, 244; 1852, chapters 32, 118, 167, 305, 306; 1853, chapters 61, 121, 2415; 1854, chapters 31, 310, 336, 353; Resolve, chapter 82; 1855, chapter 375; 1856, chapters 184, 263; Resolve, chapter 88; 1859, chapter 115; 1860, chapter 63; 1861, chapter 15; 1864, chapters 54, 283; 1866, chapters 127, 265, 278; 1868, chapters 178, 188, 253; 1869, chapters 378, 401; 1870, chapter 320; 1871, chapters 184, 318; 1878, chapter 79; Resolve, chapter 30; 1881, chapter 265; 1885, chapter 259; 1886, chapter 96.

STATE OF NEW HAMPSHIRE.

1835. Chap. 14. An Act to incorporate the Boston and Maine Railroad, with location from Haverhill, Mass., to boundary line between New Hampshire and Maine. Capital stock \$600,000.

1838. Chapter 32. An Act in addition to the preceding act, authorizing a change in the location between Andover and Haverhill Railroad and the State of Maine.

1841. Chapter 6. An Act authorizing the union of the Boston and Portland Railroad, the Maine, New Hampshire and Massachusetts Railroad, Dover and Winnesaukee Railroad, and the Boston and Maine Railroad, under the name of the Boston and Maine Railroad, and making the stockholders of each railroad stockholders of the Boston and Maine Railroad, and increasing the power and privileges of said union railroads.

1841. Chapter 290. The Boston and Maine Railroad of Maine, New Hampshire and Massachusetts, having united, this act authorized the Boston and Maine Railroad to unite with the Boston and Maine Railroad Extension Company.

1887. Chap. 304. An Act to authorize the Boston and Maine Railroad to purchase the franchises and property of the Eastern Railroad Company, and the Eastern Railroad of New Hampshire, and to purchase the stocks, etc., of said railroads, and to increase its capital stock therefor, under certain limitations, and to make certain exchanges of stock, etc.

STATE OF MAINE.

1836. Chap. 179. An Act to establish the Maine, New Hampshire and Massachusetts Railroad Corporation, extending from Portland, Maine, to the State Line of New Hampshire, there to connect with the railroad running through New Hampshire, the road to be completed on or before December 31st, 1846.

1839. Chap. 533. An Act additional to the above, extending the time for building the road to December 31, 1850.

1841. Chap. 145. A further Act in addition to the above makes a change in location, and gives authority to connect with other roads.

1843. Chap. 108. An Act to unite the Maine, New Hampshire and Massachusetts Railroad Corporation with the Boston & Maine Railroad, constitutes the stockholders of the former road stockholders of the latter, a corporation already existing under the laws of New Hampshire and Massachusetts, and the two corporations are by this act made one corporation by the name of the Boston & Maine Railroad.

1844. Chap. 152. An Act in addition to the last named act, and explanatory thereof

1846. Chap. 350. An Act authorizing the union of the Boston & Maine Railroad Extension Company, a Massachusetts corporation, with the Boston & Maine Railroad.

1869. Chap. 40. An Act establishing the amount of capital stock of the Boston & Maine Railroad at \$5,000,000, and giving consent to the acts of the Massachusetts Legislature concerning said Boston & Maine Railroad.

1869. Chap. 103. An Act amending the preceding act, rectifying a clerical error therein.

1871. Chap. 630. An Act for the extension of the Boston & Maine Railroad in Maine, and for increase of capital stock by a sum not exceeding \$2,000,000.

1873. Chap. 222. An Act to confirm the location of the railroad through Berwick and North Berwick in Maine, under certain restrictions.

1876. Chap. 248. An Act to incorporate the Orchard Beach Railroad Company, with a capital stock of \$50,000, with power to construct a railroad along Old Orchard Beach.

1876. Chap. 290. An Act to amend Chapter 272 of the Acts of 1873, modifying the restrictions as to depots

1877. Chapter 326. An Act authorizing the directors of the Orchard Beach Railroad to determine in regard to the operation of said road.

1879. Chap. 117. An Act permitting the discontinuance of a certain part of its railroad in the town of South Berwick.

1881. Chap. 64. An Act to enable the Boston and Maine Railroad to purchase the Orchard Beach Railroad.

1885. Chap. 407. An Act to incorporate the Boston Express Company to operate over the Boston & Maine Railroad.

1887. Chap. 268. An Act authorizing the Boston and Maine to purchase the stock, etc., or to unite with the Eastern Railroad and any other railroad in New Hampshire and Massachusetts, leased to or under contract with the Boston and Maine or Eastern Railroad, and the Portland, Saco and Portsmouth, the Portland and Rochester, Portsmouth, Great Falls and Conway, Kennebunk, Kennebunkport and the Orchard Beach Railroads to increase its capital stock for the purposes of this act.

ORGANIZATION.

Names of Directors.	Post office Address.	Date of Expiration of Term.
FRANK JONES	Portsmouth, N. H.....	December 9, 1891
AMOS PAUL	South Newmarket, N. H..	" "
JOS. S. RICKER	Deering, Me.	" "
SAMUEL C. LAWRENCE	Medford, Mass.	" "
RICHARD OLNEY	Boston, Mass.....	" "
WM. T. HART.	"	" "
ASA P. POTTER	"	" "
A. W. SULLOWAY	Franklin, N. H.....	" "
JAMES T. FURBER	Great Falls, N. H.....	" "
DAVID P. KIMBALL	Boston, Mass.....	" "
CHARLES A. SINCLAIR	Portsmouth, N. H.....	" "
JOHN W. SANBORN	Wolfboro' Junction, N. H.	" "
ARTHUR SEWALL	Bath, Me.	" "

Total number of stockholders at date of last election, 4,567.

Date of last meeting of stockholders for election of directors, December 10, 1890.

Post office address of general office, Boston, Mass.

Post office address of operating office, Boston, Mass.

OFFICERS.

Title.	Name.	Location of Office.
President	FRANK JONES	Boston, Mass.
Vice-President	JAMES T. FURBER	"
Clerk	SIGOURNEY BUTLER	"
Treasurer	AMOS BLANCHARD	"
Assistant Treasurer	HERBERT E. FISHER	"
Attorney, or General Counsel	RICHARD OLNEY	"
General Auditor	WM. J. HOBBS	"
General Manager	JAMES T. FURBER	"
Chief Engineer	H. BISSELL	"
Division Superintendent, Western Division.	WM. MERRITT	"
" " Eastern	WINSLOW T. PERKINS ..	"
" " Northern	JOHN W. SANBORN	Wolfboro', N. H.
" " W. N. & P.	GEO. W. HURLBURN	Worcester, Mass.
" " Southern	D. W. SANBORN	Boston, Mass.
" " Passumpsic	H. E. FULSOME	Lyndonville, Vt.
" " Concord	GEO. E. TODD	Concord, N. H.
Superintendent of Telegraph	H. N. ROWELL	Boston, Mass.
General Freight Agent	WM. T. BERRY	"
General Passenger Agent	D. J. FLANDERS	"
Assistant General Passenger Agent	CHARLES E. LORD	"
General Baggage Agent	W. R. BRACKETT	"

PROPERTY OPERATED.

NAME OF EVERY RAILROAD THE OPERATIONS OF WHICH ARE INCLUDED IN THE
INCOME ACCOUNT.

Name.	TERMINALS		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Boston & Maine R. R.	Boston, Mass.	Portland, Me.	115.50	
" "	" "	N. H. State Line	41.45	
" "	Conway Jct., N. H.	No. Conway, N. H.	72.86	
" Medford Br.	Medford Jct., Mass.	Medford, Mass.	2.00	
" Methuen Br.	Lawrence, Mass.	N. H. State Line	3.75	
" Gt. Falls Br.	Hollinsford, N. H.	Great Falls, N. H.	2.75	
" E. Boston Br.	East Boston, Mass.	Revere, Mass.	3.47	
" Charles'tn Br	Freight track in Boston	"	1.09	
" Saugus Branch	Everett, Mass.	West Lynn, Mass.	9.55	
" Swampscot Br.	Swampscott, Mass.	Marblehead, Mass.	3.98	
" Marbleh'd Br.	Salem, Mass.	"	3.52	
" Lawrence Br.	"	No. Andover, Mass.	19.89	
" So. Read'g Br	Peabody, Mass.	Wakefield Jct., Mass.	8.12	
" Gloucester Br.	Beverly, Mass.	Wockfield, Mass.	16.94	
" Essex Branch.	Wenham, Mass.	Essex, Mass.	6.00	
" Asbury Gr. Br	"	Asbury Grove, Mass.	1.06	
" Salisbury Br.	Salisbury, Mass.	Amesbury, Mass.	3.79	315.70
Wor. Nash. & Roch. R. R.	Worcester, Mass.	Rochester, N. H.		94.48
Eastern R. R. in N. H.	N. H. State Line	Maine State Line		16.08
Port, Saco & Ports R. R.	Maine State Line	Portland, Me.		50.76
Chelsea Beach R. R.	Revere Jct., Mass.	Saugus River, Mass.		3.34
Newburyport City R. R.	Eastern R. R. tracks.	Newburyport wharves		1.97
Ports. & Dover K. R.	Portsmouth, N. H.	Dover, N. H.		10.88
Danvers R. R.	Wakefield Jct., Mass.	Danvers, Mass.		9.26
Newburyport R. R.	Bradford, Mass.	Newburyport, Mass.		26.98
	Georgetown, Mass.	Danvers, Mass.		
Lowell & Andover R. R.	Lowell Jct., Mass.	Lowell, Mass.		8.73
West Amesbury Br. R. R.	Newton Jct., N. H.	Merrimac, Mass.		4.45
Dover & Winn'gee R. R.	Dover, N. H.	Alton Bay, N. H.		29.00
Kenb'k & Ken'prt R. R.	Kennebunk, Me.	Kennebunkport, Me.		4.50
Boston & Lowell R. R.	Boston, Mass.	Lowell, Mass.	26.75	
" Mystic Branch	Somerville, Mass.	Mystic wharves, Bos'n	2.25	
" Lex. & Ar. Br.	"	Lexington, Mass.	9.25	
" Woburn Br.	Winchester, Mass.	N. Woburn Jct., Mass.	6.20	
" Stoneham Br.	Montvale, Mass.	Stoneham, Mass.	2.50	
Manch'ter & Law. R. R.	State Line Mass.	Manchester, N. H.		22.39
Wolfboro' Railroad	Wolfboro Jct., N. H.	Wolfboro', N. H.		12.03
Lawrence Branch	Wilmington, Mass.	Wilmington Jct., Mas	3.21	
Salem & Lowell Br.	Salem, Mass.	Fewkebury, Mass.	16.80	
Lowell & Lawrence Br.	Lowell, Mass.	Lawrence, Mass.	12.42	
Middlesex Central Br.	Lexington, Mass.	Concord, Mass.	11.08	
Bedfd & Billerica Br.	Bedford, Mass.	No. Billerica, Mass.	7.63	98.09
Nashua & Lowell R. R.	Lowell, Mass.	Nashua, N. H.		14.50
Stony Brook Railroad.	No. Chemsford, Mass.	Ayer Jct., Mass.		13.16
Wilton Railroad	Nashua, N. H.	Wilton, N. H.		15.50
Peterboro' Railroad	Wilton, N. H.	Greenfield, N. H.		10.50
*Manch'r & Keene R. R.	Greenfield, N. H.	Keene, N. H.		29.57
Central Mass. Railroad.	Cambridge Jct., Mass.	No. Hampton, Mass.		98.77
Conn. & Pass. Riv. R. R.	White River Jct., Vt.	Canada Line		110.30

*Owned by Boston & Lowell and Concord & Montreal Railroads. Operated for joint
account with Concord & Montreal Railroad.

PROPERTY OPERATED—*Concluded.*

Name	TERMINALS.		Miles of line for each road named.	Miles of line for each.
	From—	To—		
Massawippi Valley Ry..	Vermont State Line..	Lenoxville, P. Q.....		30
Northern Railroad.....	Concord, N. H.....	White River Jet., Vt	69.50	80
North R. R., Bris. Br..	Franklin, N. H.....	Bristol, N. H.....	13.41	70
Con'd & Clarem't R. R.	Concord, N. H.....	Claremont Jet., N. H.	56.00	70
Concord & Hillsboro' Br	Contoocook, N. H.....	Hillsboro' Brge, N. H.	14.90	11
Peterb'ro & Hills. R. R.	Peterborough, N. H..	" "		
Total mileage operated.	.....	.....	-	1,210

NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS
EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of business	Title, (owned, leased, etc.)	State or Territo
Steamer Mt. Washington.	Principally pas- senger on Lake Winnipiseogee.	Owned.....	New Hampshire
Steamer Lady of the Lake,	Passenger and freight on Lake Memphremagog	Leased.....	Vermont.
Eastern Transfer	Freight barge, Boston harbor..	Owned jointly with N. Y. & N. E. R. R.	Massachusetts.
Lyndonville Water Works,	Water supply for locomotives, and Lyndonv'le, Vt	Leased	Vermont.
Portsmouth Bridge	Toll bridge.....	Owned.....	N. H. and Main

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized	Total amount issued and outstanding.	Dividends Declared During Year.	
					Rate.	Amount.
Boston & Maine: common scrip.....	178,043	\$100 00	\$17,804,300 00	\$19,116,400 00	\$9.50 per cent.	\$1,201,833 50
Eastern: common.....	-	-	-	15,537 76*		
P. G. F. & C.: common.....	-	-	-	15,319 28†		
Boston & Maine: preferred.....	-	-	-	582 96‡		
Boston & Maine: preferred.....	31,499	100 00	3,149,843 80	3,148,200 00	} 6 per cent.	188,982 00
Eastern: preferred scrip.....	-	-	-	1,500 00‡		
Eastern: preferred scrip.....	-	-	-	143 80		
Total	209,542	\$100 00	\$20,954,143 80	\$16,297,743 80	-	\$1,390,815 50

MANNER OF PAYMENT FOR CAPITAL STOCK

Description.	Number of shares issued during year	Total number of shares issued.	Total cash realized.
Issued for cash: common.....	-	70,000	\$6,921,274 52
Issued in exchange for B. & M. scrip and capital stock of the Eastern and P. G. F. & C. roads, purchased: common.....	29,358	61,164	
Preferred.....	21,116	31,482	
Total.....	50,474	162,646	\$6,921,274 52

* Boston & Maine scrip is cancelled into stock when presented in sums of \$100 or more, new scrip certificates being for the excess over \$100.
† Stock of the Eastern and P. G. F. & C. Railroads stand on the books at 83.28 per share, that being its convertible value in B. & M. Railroad stock for which it is to be exchanged.
‡ Eastern Railroad preferred stocks convertible into B. & M. Railroad preferred—share for share.
§ Nov. 15, 1890, 5 per cent., 126,415 shares, \$632,075; May 15, 1891, 4½ per cent., 126,613 shares, \$569,758.50; total \$1,201,833.50.

FUNDED DEBT.
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	Time.		Amount of authorised issue.	Amount issued	Amount outstanding.	Cash realized on amount issued.	Interest.			
	Date of issue	When due.					Rate.	When payable.	Amount accrued during year.	Amount paid during year.
Bonds	Jan 1, 1873.	Jan. 1, 1893.	\$1,500,000 00	\$1,500,000 00	\$1,500,000 00	\$1,555,774 39	7 per ct.	Jan and July...	\$105,000 00	\$105,052 50
Bonds	Jan 1, 1874.	Jan. 1, 1894	2,000,000 00	2,000,000 00	2,000,000 00	2,102,647 52	7 per ct.	Jan. and July...	140,000 00	141,462 50
Improvement bonds ...	Feb 2, 1885.	Feb. 2, 1906.	1,000,000 00	1,000,000 00	1,000,000 00	1,036,352 70	4 per ct.	Feb. and Aug. 2	40,000 00	44,000 00
Improvement bonds ...	Feb. 1, 1887.	Feb. 1, 1907.	500,000 00	500,000 00	500,000 00	527,650 00	4 per ct.	Feb. and Aug. 1.	20,000 00	20,000 00
Improvement bonds ...	Feb. 1, 1887.	Feb. 1, 1937.	2,000,000 00	1,919,000 00	1,919,000 00	1,947,000 00	4 per ct.	Feb. and Aug. 1.	76,526 67	76,380 00
Eastern Railroad U. S gold mortgage certificates of indebtedness	Sept. 1, 1876.	Sept 1, 1906.	10,392,645 77	10,392,645 77	7,399,000 21	10,392,615 77	6 per ct.	Mar and Sept 1,	444,555 00	443,480 00
*Eastern Railroad debenture bonds.....	July 1, 1887	Sept. 1, 1908.	900,000 00	81,000 00	-	81,000 00				

CAPITAL STOCK.

Description.	Number of shares authorised.	Par value of shares.	Total par value authorised	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Boston & Maine: common.....	178,043	\$100 00	\$17,804,300 00	\$13,116,400 00	\$9.50 per cent.	\$1,201,333 50
Eastern: common.....	-	-	-	15,597 76*		
P. G. F. & C.: common.....	-	-	-	15,319 28†		
Boston & Maine: preferred.....	31,499	100 00	3,149,843 80	582 96‡		
Eastern: preferred.....	-	-	-	3,148,200 00	6 per cent.	188,982 00
scrip.....	-	-	-	1,500 00‡		
	-	-	-	143 80		
Total.....	209,542	\$100 00	\$20,954,143 80	\$16,297,743 80	-	\$1,390,815 50

MANNER OF PAYMENT FOR CAPITAL STOCK			Total cash realized.	
Description.	Number of shares issued during year	Total number of shares issued.		
Issued for cash: common.....	-	70,000	\$6,921,274 52	
Issued in exchange for B. & M. scrip and capital stock of the Eastern and P. G. F. & C. roads, purchased: common.....	29,358	61,164		
preferred.....	21,116	31,482		
Total.....	50,474	162,646	\$6,921,274 52	

* Boston & Maine scrip is cancelled into stock when presented in sums of \$100 or more, new scrip certificates being for the excess over \$100.

† Stock of the Eastern and P. G. F. & C. Railroads stand on the books at \$3.28 per share, that being its convertible value in B. & M. Railroad stock for which it is to be exchanged.

‡ Eastern Railroad preferred stocks convertible into B. & M. Railroad preferred—share for share.

\$ Nov. 15, 1890, 5 per cent., 126,415 shares, \$632,075; May 15, 1891, 4½ per cent., 126,613 shares, \$669,768.50; total \$1,201,833.50.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Am't issued.	Am't out-standing.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds	\$14,657,320 62	\$10,321,494 36	\$602,197 92	\$602,197 92
Miscellaneous obligations,	7,000,000 00	6,919,000 00	381,526 67	386,800 00
Total.....	\$21,657,320 62	\$17,240,494 36	\$983,724 59	\$989,000 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAY'T OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO INCLUDING JUNE 30, 1891.	
Cash.....	\$427,084 79	Charlestown land mortgage notes.....	\$594,400 00
Bills receivable.....	370,769 61	Loans and bills payable.....	4,049,000 00
Due from agents.....	505,722 72	Audited vouchers and acc'ts.....	843,000 00
Due from solvent companies and individuals,	2,194,401 24	Wages and salaries.....	296,000 00
Bal.—current, liabilities ..	2,703,641 87	Net traffic balances due to other companies.....	199,000 00
Total.....	\$6,201,620 23	Dividends not called for....	32,000 00
		Mat'r'd int coupons unpaid (including coupons due July 1) ..	139,000 00
		Rentals due July 1.....	45,000 00
		Total.....	\$6,201,642 77

Materials and supplies on hand, \$1,994,642 77.

† Eastern R. R. & sterling certificates of indebtedness	Sept. 1, 1876.	Sept. 1, 1906.	3,070,374 86	3,070,374 86	1,728,094 15	3,070,374 86 6 per ct.	Mar. and Sept. 1,	103,894 92	104,313 42
* P., G. F. & C. R. R. bonds	Dec. 1, 1877,	June 1, 1937.	1,000,000 00	998,000 00	998,000 00	998,000 00 4½ per c.	June and Dec. 1.	45,000 00	46,193 50
* P., G. F. & C. R. R. bonds	Dec. 1, 1877.	Dec. 1, 1892.	-	‡ 2,000 00	2,000 00	2,000 00 4½ per c.			
§ Essex Railroad bonds, Sept. 15, 1881.	Sept. 15, 1881.	Sept. 15, 1891.	194,400 00	194,400 00	194,000 00	194,400 00 4½ per c.	Mar. and Sept. 15,	8,748 00	8,647 75
Grand total	-	-	\$22,557,320 62	\$21,687,320 62	\$17,340,494 36	\$21,907,646 23	-	\$983,724 59	\$989,418 67

* These bonds have been cancelled during the year.

† Eastern Railroad & sterling certificates, \$1,749,020, two months 6 per cent, \$17,490.20; \$1,728,094.15, ten months 6 per cent, \$86,404.72; total interest \$103,894.92

‡ Portsmouth, Great Falls & Conway Railroad bonds, the \$2,000 of old bonds have not yet been presented for exchange for the new bonds due June 1, 1937.

§ Essex Railroad bonds. These bonds have been extended several times, with the exception of \$18.00 which have not been presented, and upon which no interest has since been paid.

|| Eastern Railroad U. S. gold certificates \$7,469,500, two months 6 per cent, \$74,605; \$7,399,000, ten months 6 per cent, \$369,950; total \$444,655.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Am't issued.	Am't out-standing.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds	\$14,857,320 62	\$10,321,494 36	\$602,197 92	\$602,533 67
Miscellaneous obligations,	7,000,000 00	6,919,000 00	381,526 67	386,885 00
Total.....	\$21,657,320 62	\$17,240,494 36	\$983,724 59	\$984,418 67

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAY' OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash.....	\$427,084 79	Charlestown land mortgage notes.....	\$594,800 00
Bills receivable.....	370,769 61	Loans and bills payable ..	4,049,000 00
Due from agents.....	505,722 72	Audited vouchers and acc'ts	843,848 18
Due from solvent com- panies and individuals,	2,194,401 24	Wages and salaries.....	396,838 47
Bal.—current liabilities ..	2,703,641 87	Net traffic balances due to other companies.....	199,228 21
Total.....	\$6,201,620 23	Dividends not called for ...	32,746 25
		Mat'r'd int coupons unpaid (including coupons due July 1) ..	139,909 12
		Rentals due July 1.....	45,250 00
		Total	\$6,201,620 23

Materials and supplies on hand, \$1,994,642 77.

RECAPITULATION.
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding	APPORTIONMENT		AM'T PER MILE OF ROAD.	
		To Railroads.	To other Properties.	Miles.	Amount.
Capital stock	\$16,297,743 80	\$16,297,743 80	-	315.70	\$51,624 15
Bonds.....	17,240,494 36	13,007,691 99	\$4,232,802 37		54,610 37
Total ...	\$33,538,238 16	\$29,305,435 79	\$4,232,802 37	315.70	\$106,234 52

RECAPITULATION—Concluded.
FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRUCKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities	Total	AMOUNT PER MILE OF ROAD	
					Miles	Amount.
Boston & Maine R. R.	\$16,297,743 80	\$17,240,494 36	\$1,703,641 87	\$36,241,880 03	315.70	\$114,798 48
Worcester, Nashua & Rochester R. R.'s.	3,099,800 00	1,457,000 00	-	4,556,800 00	94.48	48,230 31
Eastern R. R. of New Hampshire.	432,500 00	-	-	432,500 00	16.08	30,628 10
Portland, Saco & Portsmouth R. R.	1,600,000 00	-	-	1,600,000 00	50.76	29,726 51
Woolboro Railroad.	385,500 00	-	-	385,500 00	12.03	32,044 88
Chelsea Beach R. R.	91,000 00	-	-	91,000 00	3.34	27,245 61
Newburyport City R. R.	97,000 00	25,000 00	-	122,000 00	1.97	61,928 93
Portsmouth & Dover R. R.	769,000 00	-	-	769,000 00	10.88	70,680 14
Danvers R. R.	67,500 00	125,000 00	25,000 00	217,500 00	9.26	23,488 13
Newburyport R. R.	220,340 02	300,000 00	-	520,340 02	26.94	19,286 14
Lowell & Andover R. R.	500,000 00	178,000 00	-	678,000 00	8.73	77,663 23
West Amesbury Branch R. R.	57,000 00	67,000 00	-	114,000 00	4.45	25,617 98
Dover & Winnepesaukee R. R.	480,000 00	-	-	480,000 00	29.00	16,551 72
Manchester & Lawrence R. R.	1,000,000 00	-	-	1,000,000 00	23.39	44,662 79
Kennebunk & Kennebunkport R. R.	65,000 00	-	-	65,000 00	4.50	14,444 44
Boston & Lowell R. R.	5,529,400 00	7,031,400 00	969,139 18	13,549,939 18	98.09	132,137 82
Nashua & Lowell R. R.	800,000 00	500,000 00	-	1,300,000 00	14.50	75,862 06
Stony Brook R. R.	300,000 00	-	-	300,000 00	13.16	32,796 35
Wilton Railroad.	240,000 00	-	-	240,000 00	15.60	15,483 87
Peterboro Railroad.	385,000 00	-	-	385,000 00	10.50	36,666 67

Central Massachusetts Railroad.....	7,394,100 00	2,000,000 00	-	9,394,100 00	98.77	95,110 84
Connecticut & Passumpsic River R. R.....	2,500,000 00	1,500,000 00	-	4,000,000 00	110.30	36,364 78
Massachusetts Valley R. R.....	400,000 00	400,000 00	-	800,000 00	26.76	21,768 70
Northern R. R.....	3,068,400 00	-	-	3,068,400 00	82.91	27,008 80
Concord & Claremont R. R.	412,400 00	500,000 00	-	912,400 00	70.90	12,868 82
Peterboro & Hillsboro R. R.....	45,000 00	165,000 00	-	210,000 00	18.51	11,545 32
Manchester & Keene R. R.*.....	-	-	-	-	29.59	-
Grand total.....	\$46,196,883 82	\$31,278,894 36	\$5,717,781 05	\$81,193,559 23	1,210.03	\$67,100 29

* Owned jointly by Boston & Lowell and Concord & Montreal Railroads. No stock or bonds.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item	Total cost to June 30, 1891.	Cost per mile.
Construction:		
Right of way.....	\$7,583,695 85	\$24,021 84
Other real estate.....		
Grading and bridge and culvert masonry.....	5,563,712 30	17,623 42
Bridges and trestles.....	3,236,058 33	10,250 42
Rails.....		
Ties.....	5,905,498 92	18,706 05
Buildings, furniture and fixtures.....	3,263,431 57	10,337 12
Shop machinery and tools.....	950,352 67	3,010 30
Engineering expenses.....	1,291,576 58	4,091 15
Interest during construction.....	82,028 44	259 83
Total construction.....	\$27,876,354 66	\$88,300 13
Equipment:		
Locomotives.....	\$1,299,165 06	\$4,115 19
Passenger cars.....		
Sleeping, parlor and dining cars.....		
Baggage, express and postal cars.....	1,478,923 54	4,684 56
Combination cars.....		
Freight cars.....	1,575,839 03	4,991 57
Other cars of all classes.....	18,766 31	59 44
Floating equipment.....	5,000 00	15 84
Total equipment.....	\$4,377,693 94	\$13,866 62
Grand total cost construction, equipment, etc.....	\$32,254,048 60	\$102,166 75

INCOME ACCOUNT.

Gross earnings from operation.....	\$15,382,519 96	
Less operating expenses.....	10,083,498 08	
Income from operation.....		\$5,299,021 88
Dividends on stocks owned.....	162,388 40	
Interest on bonds owned.....	26,728 88	
Miscellaneous income—less expenses.....	163,725 53	
Income from other sources.....		352,842 81
Total income.....		\$5,651,864 69
Deductions from income:		
Interest on funded debt accrued.....	\$983,724 59	
Interest on interest-bearing current liabilities ac- crued, not otherwise provided for.....	163,823 87	
Rents.....	2,011,799 60	
Taxes.....	710,237 60	
Total deductions from income.....		3,869,585 66
Net income.....		\$1,782,279 03

INCOME ACCOUNT—*Concluded.*

*Dividends, 9½ per cent, common stock.....	\$1,201,833 50
Dividends, 6 per cent, preferred stock.....	188,982 00
†Sinking fund payments, account B. & M. R. R. bonds,	50,807 00
Sinking fund payments, account B. & M. R. R. bonds,	21,391 88
Total.....	\$1,463,014 38
Surplus from operations of year ending June 30, 1891.	\$319,264 65
Surplus on June 30, 1890.....	2,018,240 24
	\$2,337,504 89
‡Deductions for year.....	500,000 00
Surplus on June 30, 1891.....	\$1,837,504 89

* November 15, 1890, 6 per cent on 126,415 shares; May 15, 1891, 4½ per cent on 126,613 shares. This does not include 4,591 shares owned by B. & M. Railroad.

† Cash paid trustees Eastern Railroad, \$103,817.83; less bonds purchased and cancelled by them, reducing the debt, \$82,425 95; total, \$21,391.88.

‡ Deduct amount transferred September 30, 1890, to the credit of equipment fund, \$400,000; injury fund, \$100,000; total, \$500,000.

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of re- payments, etc	Actual earnings.
Passenger:			
Passenger revenue	\$7,616,846 36		
Less repayments:			
Tickets redeemed	-	\$17,613 63	
Excess fares refunded.....	-	77,487 75	
Other repayments	-	8,000 00	
Total deductions	-	\$103,101 38	
Total passenger revenue	-		\$7,513,744 98
Mail	196,419 73		
Express	393,758 66		
Extra baggage and storage.....	46,398 11		
Other items.....	21,763 30		
			658,340 00
Total passenger earnings.....	-	-	\$8,172,084 98
Freight:			
Freight revenue.....	\$7,240,699 07		
Less repayments:			
Overcharge to shippers.....	-	\$66,250 85	
Total freight revenue.....	-	-	\$7,174,348 22
Eastern transfer	10,456 99	-	10,456 99
Total freight earnings	-	-	\$7,184,805 21
Total passenger and freight earnings.	-	-	\$15,356,890 19
Other earnings from operation:			
Telegraph companies	\$ 5,477 10		
Rents from tracks, yards, and termi- nals	18,521 64		
Coal hoisting engines.....	133 50		
Steamer Mt Washington	1,497 44		
Total other earnings.....			25,629 77
Total gross earning sfrom operation— entire line...	-	-	\$15,382,519 96

STOCKS OWNED.

Name.	Total Par Value.	Rate— %	Income or Dividend Received.	Valuation.	Sh
Boston & Maine R. R.....	\$459,100 00	6	-	\$551,300 00	4
Maine Central R. R.....	1,811,500 00	6	\$108,690 00	1,811,500 00	18
Portland & Rochester R. R.....	482,000 00	-	28,920 00	482,050 00	4
Wolfboro Railroad	349,000 00	6	-	343,400 00	3
Dover & Winnepiseogee R. R....	263,500 00	2	15,810 00	263,144 48	2
York Harbor & Beach R. R.....	248,550 00	1	4,971 00	248,550 00	4
Portland & Ogdensburg R. R....	395,240 00	-	3,952 40	146,238 80	3
Franklin & Tilton R. R.....	75,000 00	-	-	75,000 00	-
Franklin & Tilton R. R.....	-	-	-	* 25,000 00	-
Chelsea Beach R. R.	91,000 00	-	-	91,000 00	-
Orchard Beach R. R.	49,300 00	-	-	49,624 89	-
St. Johnsbury & Lake Champlain R. R.	40,000 00	-	-	4,283 56	-
Newburyport Rd (transferred from bond account).....	134,900 00	-	-	4,047 00	1
Danvers R. R.....	47,100 00	-	-	2,345 00	-
Eastern R. R. in N. Hampshire, Portland Union Ry. Station Co., Portland, Mt. Desert & Machias Steamboat Co.....	1,000 00	4½	45 00	900 00	-
St. John Bridge & Railway Extension Co.....	25,000 00	-	-	25,000 00	-
Portsmouth Bridge Co.	15,000 00	-	-	15,000 00	-
	12,000 09	-	-	684 00	-
	20,000 00	-	-	-	-
Total.....	\$4,519,190 00	-	\$162,388 40	\$4,139,067 73	-

* Amount paid on 500 shares.

BONDS OWNED.

Name.	Total par value.	Rate.	Income or dividend received.	Valu
St. Johnsbury & Lake Champlain Railroad.....	\$ 50,000 00	6 per cent.	\$3,000 00	\$ 52,
St. Johnsbury & Lake Champlain Railroad.....	359,000 00	6 per cent.	21,540 00	430,
Portland Union Railway Station, \$50,000*.....	-	4 per cent.	† 2,188 88	-
Danvers Railroad.....	125,000 00	-	-	125
Newburyport Railroad	300,000 00	-	-	298,
Total.....	\$834,000 00	-	\$26,728 88	\$906

* Sold in February, 1891.

† One year's interest to January 1, 1891, \$2,000.00; one month and four days interest to February 5, 1891, \$188.88; total, \$2,188.88.

RENTALS RECEIVED.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
TRACKS:				
Maine side tracks....	Portsmouth, N.H.	Concord & Montreal R. R.,	\$11,183 86	
Sundry track rentals,			1,395 78	
Total.....			-	\$12,579 64
TERMINALS:				
Passenger and freight, Lowell, Mass.....		Old Colony R. R.,	\$3,600 00	
Passenger and freight, Rochester, N. H..		Portl'nd & Roch't'r	1,392 00	
Passenger and freight, Worcester, Mass.		Fitchburg, R. R.,	600 00	
Passenger and freight, Sherbrook, P. Q..		Quebec Cent'l Rd.	350 00	
Total.....			-	5,942 00
Grand total rents received.....			-	\$18,521 64

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses	Net Miscellaneous Income.
Rents of tenements, land, etc.	\$173,519 69	\$56,269 71	\$117,249 98
Interest.....	23,608 28	-	23,608 28
Portsmouth and Dover bridges, tolls ...	10,197 50	1,434 20	8,763 30
Lyndenville water works.....	535 79	-	535 79
Interest on St. John & Lake Champlain bonds owned by Boston & Lowell Rd.,	7,450 00	-	7,450 00
Dividend on 331 shares Peterboro R. R. stock owned by B. & L. R. R.....	3,310 00	-	3,310 00
Dividend on 136 shares Mt. Washington Ry. stock owned by C. & P. R. R.....	1,360 00	-	1,360 00
Sundry items.....	1,448 18	-	1,448 18
Total	\$221,429 44	\$57,703 91	\$163,725 53

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$677,290 93	\$466,950 51	\$1,144,241 44
Renewals of rails	64,702 52	44,592 27	109,294 79
Renewals of ties	121,348 22	83,631 88	204,980 10
Repairs of bridges and culverts	150,997 55	104,065 87	255,063 42
Repairs of fences, road-crossings, signs, and cattle guards	55,202 50	38,044 96	93,247 46
Repairs of buildings	267,095 92	184,079 62	451,175 54
Repairs of docks and wharves		8,461 19	8,461 19
Repairs of telegraph	5,807 39	4,002 39	9,809 78
Other expenses	184 57	127 20	311 77
Total	\$1,342,629 60	\$933,955 89	\$2,276,585 49
Maintenance of equipment:			
Repairs and renewals of locomotives ...	\$234,285 10	\$161,466 75	\$395,756 85
Repairs and renewals of passenger cars..	439,925 52	-	439,925 52
Repairs and renewals of freight cars ...		447,457 96	447,457 96
Shop machinery, tools, etc.	48,050 94	33,116 18	81,167 12
Other expenses	259 45	178 82	438 27
Total	\$722,521 01	\$642,219 71	\$1,364,740 72
Conducting transportation:			
Wages of enginemen, firemen, and round-housemen	\$470,787 56	\$420,313 41	\$891,100 97
Fuel for locomotives	657,470 78	646,065 81	1,303,536 59
Water-supply for locomotives	36,141 87	24,908 58	61,050 45
All other supplies for locomotives	28,657 76	19,750 62	48,408 38
Wages of other trainmen	390,096 41	386,440 65	776,537 06
All other train supplies	70,144 92	36,708 24	106,853 16
Wages of switchmen, flagmen, and watchmen	304,884 87	210,123 36	505,008 23
Expense of telegraph, including train dispatchers and operators	73,004 81	50,314 12	123,318 93
Wages of station agents, clerks, and laborers	518,449 19	882,144 63	1,400,593 82
Station supplies	121,595 40	34,313 90	155,909 30
Car mileage—balance	19,080 16	256,190 52	275,270 68
Loss and damage	11,929 07	39,721 81	51,650 88
Injuries to persons	85,976 71	38,272 55	124,249 26
Barges, floats, tugs, ferry-boats, ex- penses of, including wages, fuel, and supplies	-	4,746 87	4,746 87
Other expenses	4,328 27	63 42	4,391 69
Total	\$2,792,547 78	\$3,050,078 49	\$5,842,626 27

OPERATING EXPENSES—*Concluded.*

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
General expenses:			
Salaries of officers	\$45,095 79	\$36,242 94	\$ 81,338 73
Salaries of clerks	67,312 32	74,890 73	142,203 05
General office expenses and supplies	10,856 37	9,495 40	20,351 77
Agencies, including salaries and rent. }	48,857 91	3,386 18	52,244 09
Advertising, and outside agencies.... }	20,182 64	13,909 65	34,092 29
Insurance	-	4,714 12	4,714 12
Expense of fast freight lines ..	21,540 64	3,129 76	24,670 00
Rents for tracks, yards, and terminals..	8,975 04	6,344 96	15,320 00
Rents not otherwise provided for	51,097 64	35,215 94	86,313 58
Legal expenses	60,992 31	39,485 03	100,477 34
Stationery and printing	22,546 48	15,274 15	37,820 63
Other general expenses			
Total	\$357,457 14	\$242,088 46	\$599,545 60
Recapitulation of expenses:			
Maintenance of way and structures	\$1,342,629 60	\$933,955 89	\$2,276,585 49
Maintenance of equipment	722,521 01	642,219 71	1,364,740 72
Conducting transportation	2,792,547 78	3,050,078 49	5,842,626 27
General expenses	357,457 14	242,088 46	599,545 60
Grand total	\$5,215,155 53	\$4,868,342 55	\$10,083,498 08

Percentage of expenses to earnings—entire line, 65.55.

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Cash.	Total.
Boston & Lowell Railroad.....	\$684,187 46	
Worcester, Nashua & Rochester Railroad.....	250,000 00	
Connecticut & Passumpsic River Railroad.....	233,000 00	
Northern Railroad.....	198,420 00	
Manchester & Lawrence Railroad.....	102,000 00	
Central Massachusetts Railroad.....	101,500 00	
Portland, Saco and Portsmouth Railroad.....	90,375 00	
Nashua & Lowell Railroad.....	73,000 00	
Lowell & Andover Railroad.....	52,500 00	
Portsmouth & Dover Railroad.....	46,140 00	
Massawippi Valley Railroad.....	36,000 00	
Peterboro Railroad.....	35,699 64	
Dover & Winnipiseogee Railroad.....	29,000 00	
Eastern Railroad in New Hampshire ..	22,500 00	
Stony Brook Railroad	21,500 00	
Wilton Railroad	19,537 50	
Newburyport City Railroad.....	6,000 00	
West Amesbury Branch Railroad	5,700 00	
Kennebunk & Kennebunkport Railroad	2,925 00	
Wolfboro Railroad.....	2,315 00	
		\$2,012,299
*Newport & Richford Railroad.....	\$17,500 00	
	* 18,000 00	
		500
Total rents.....		\$2,011,799

RENTS PAID FOR LEASE OF OTHER PROPERTY.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks & pass. sta.,	Northampton, Mass.,	Conn. River Railroad,	\$4,300 00	
Tracks	Lenoxville, P. Q., }	Grand Trunk	1,750 00	
	to Sherbrook, P. Q., }			
Total				\$6,050
* TERMINALS:				
Passenger station...	Worcester, Mass.	Boston & Albany R.R.	7,000 00	
Passenger station...	Portland, Me.	Portland Union Rail-		
		way Station Co.	10,000 00	
Pass. sta. & service,	Keene, N. H.	Cheshire R. R.	840 00	
Pass. sta. & service,	Peterboro, N. H. ...	Cheshire R. R.	420 00	
Pass. sta. & service,	Claremont Jct., N. H.	Conn. River Railroad,	360 00	
Total				18,620
Grand total of rents,				\$24,670

* Sub-let to the Union Pacific Railway for \$18,000.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1891.		YEAR ENDING JUNE 30, 1891.	
	Item.	Total.	Increase.	Decrease.
Cost of road	\$27,876,354 66			
Cost of equipment	4,377,693 94			
Stocks of other companies owned	4,139,067 73	-	\$97,897 00	
Bonds of other companies owned	906,764 95	-	-	\$135,047 00
Steamer Mt. Washington and wharves	69,260 24			
Richford elevator	44,776 11	-	44,776 11	
		\$37,413,917 63	7,626 11	
Lands owned	-	208,648 81	2,812 17	
Other assets:				
Materials and supplies ...	\$1,964,642 77	-	634,183 70	
Sinking fund (Trustees E. R. R.)	1,282 90	-	-	100,000 50
Sinking fund (B. & M. R. R.)	281,786 72	-	59,811 24	
Sundries	596,386 65		34,069 64	
		2,874,097 04	628,064 08	
Grand Total	-	\$40,496,663 48	\$638,502 36	
LIABILITIES.				
Capital stock		\$16,297,743 80		
Funded debt		17,240,494 30		\$153,425 95
Current liabilities		2,703,641 87	\$926,116 46	
Accrued interest on funded debt not yet payable	\$279,583 77		578 20	
Accrued rentals not due	149,323 61		862 50	
Accrued taxes not due	316,281 26		13,108 50	
Sundry leases accounts	349,991 53		90,701 84	118,514 58
Suspense account	1,039,030 77			\$13,263 54
		2,134,210 94		
Sinking fund for redemption of B. & M. R. R. bonds ...	281,786 72	-	59,811 24	
Same of Eastern R. R. bonds,	1,280 90			.50
		283,067 63	59,810 74	
Profit and loss		1,837,504 89	-	180,735 35
Grand total		\$40,496,663 48	\$638,502 36	

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED		Amount of mortgage per mile of line	What equipment mortgaged.	What Securities Mortgaged.
	From—	To— Miles			
Eastern R. R. certificates of indebtedness.....	Boston, Mass.....	N. H. State line and sundry branches*, 110.72	\$82,434 02	That formerly owned by Eastern R. R.	Sundry stocks, formerly owned by Eastern R. R., viz: Chelsea Beach R. R., Maine Central R. R., Eastern R. R. in N. H., Portland Mt. Desert & Machias Steamboat Co., Portland & Rochester R. R., Wolfboro R. R., Boston & Maine R. R., stock exchanged for Portsmouth, Great Falls & Conway R. R. stock.
Essex R. R. bonds.....	Salem, Mass	No. Andover.....	19.89	9,773 76	
Portsmouth, Great Falls & Conway R. R. bonds.....	Conway Jct., N. H.,	No. Conway, N. H.	72.86	13,724 95	

*Lawrence Branch,

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked	Total yearly compensation.	Average daily compensation.
General officers.	43	13,425	\$117,852 80	\$8.77
General office clerks.	246	74,502	148,603 81	1.99
Station agents.	452	152,164	260,213 80	1.71
Other station men.	614	197,810	328,143 00	1.65
Enginemen.	481	155,080	484,927 60	3.12
Firemen.	508	163,888	303,477 28	1.86
Conductors.	374	112,728	310,443 64	2.75
Other trainmen.	1,202	368,864	681,231 52	1.84
Machinists and foremen.	191	57,656	135,090 80	2.34
Carpenters.	565	169,728	343,096 40	2.02
Other shopmen.	582	179,384	324,921 68	1.81
Section foreman and roadmasters.	387	123,076	238,567 20	1.93
Other trackmen.	1,369	420,216	602,053 84	1.43
Switchmen, flagmen, and watchmen.	1,042	361,968	512,750 40	1.41
Telegraph operators and dispatchers.	156	60,968	101,192 84	1.66
Employees—account floating equipment.	1	313	780 00	2.49
All other employees and laborers.	2,559	758,512	1,241,705 96	1.63
Total, including general officers.	10,802	3,370,282	\$6,135,052 57	\$1.82
Less general officers.	43	13,425	117,852 80	
Total, excluding general officers.	10,759	3,356,857	\$6,017,199 77	\$1.79
Distribution of above:				
General administration.	289	87,927	\$266,456 61	3.03
Maintenance of way and structures.	3,238	958,156	1,550,634 08	1.61
Maintenance of equipment.	1,524	471,652	845,786 16	1.79
Conducting transportation.	5,751	1,852,547	3,472,175 72	1.87
Total, including general officers.	10,802	3,370,282	\$6,135,052 57	\$1.82
Less general officers.	43	13,425	117,852 80	
Total, excluding general officers.	10,759	3,356,857	\$6,017,199 77	\$1.79
Total, including general officers, entire line. ...	10,802	3,370,282	\$6,135,052 57	\$1.82

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—ENTIRE LINE.

Item.	Column for ton- nage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue,	31,174,544			
Number of passengers carried one mile.....	413,313,594			
Average distance carried.....	13,258			
Total passenger revenue.....	-	\$7,513,744	98	
Average amount received from each passenger,	-		24	
Average receipts per passenger per mile.....	-		01	818
Estimated cost of carrying each passenger one mile.....	-		01	361
Total passenger earnings.....	-	8,172,084	98	
Passenger earnings per mile of road	-	6,753	62	
Passenger earnings per train-mile....	-		131	905
FREIGHT TRAFFIC:				
Number of tons carried of freight earning rev- enue.....	6,982,022			
Number of tons carried one mile.....	430,749,052			
Average distance haul of one ton	61,694			
Total freight revenue.....	-	7,174,348	22	
Average amt received for each ton of freight..	-		102	755
Average receipts per ton per mile.....	-		01	666
Estimated cost of carrying one ton one mile....	-		01	190
Total freight earnings.....	-	7,184,805	21	
Freight earnings per mile of road.....	-	5,937	71	
Freight earnings per train-mile.....	-		168	091
PASSENGER AND FREIGHT:				
Passenger and freight revenue	-	14,688,093	20	
Passenger and freight revenue per mile of road,	-	12,138	62	
Passenger and freight earnings.....	-	15,356,890	19	
Passenger and freight earnings per mile of road.....	-	12,691	33	
Gross earnings from operation.....	-	15,382,519	96	
Gross earnings from operation per mile of road,	-	12,712	51	
Expenses	-	10,083,498	08	
Expenses per mile of road	-	8,333	26	
TRAIN MILEAGE:				
Miles run by passenger trains.....	6,195,414			
Miles run by freight trains.....	4,274,354			
Total mileage trains earning revenue.....	10,469,768			
Miles run by switching trains	1,986,199			
Miles run by construction and other trains	397,117			
Grand total train mileage.....	12,853,084			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....	-	126				
Freight.....	-	80				
Switching.....	-	54				
Total locomotives.....	31	260	148	Westinghouse Automatic		
Cars in passenger service:						
First-class passenger cars..	11	378	378	" "	378	Miller.
Combination passenger cars	4	50	50	" "	50	
Parlor cars.....	-	12	12	" "	12	
Baggage, express, and postal cars.....	3	87	87	" "	87	
Other cars in passenger service	1	2	2	" "	2	
Total.....	19	529	529		529	
Cars in freight service:						
Box cars.....	62	2101				
Flat cars.....	-	1971				
Stock cars ..	-	23				
Coal cars.....	265	1081				
Tank cars.....	-	5				
Refrigerator cars	-	13				
Total.....	227	5194				
Cars in company's service:						
Gravel cars	-	7				
Derrick cars	4	18				
Caboose cars	20	69				
Other road cars.....	3	24				
Snow plow and ice cutters.	-	39				
Steam shovels and pile drivers	-	10				
Total.....	27	167				
Total cars owned	373	5890			529	

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main Line.	Branches and spurs			Iron	Steel.
Miles of single track	229.81	85.89	894.33	1,210.03	80.03	1,130.0
Miles of second track	109.02	9.01	91.99	210.02	-	210.0
Miles of yard track and sidings ..	194.93	-	308.57	503.50	254.52	248.0
Total mileage operated (all tracks)	533.76	94.90	1,294.89	1,923.55	334.55	1,589.0

MILEAGE OF LINE BY STATES.

MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage excluding trackage rights.	RAILS.	
	Main Line.	Branches and spurs			Iron.	Steel.
Massachusetts	78.20	83.14	311.14	472.48	7.41	465.
New Hampshire	104.69	2.75	380.88	488.32	72.62	415.
Maine	46.92	-	55.26	102.18	-	102.
Vermont	-	-	110.30	110.30	-	110.
Canada	-	-	36.75	36.75	-	36.
Total mileage operated (single track)	229.81	85.89	894.33	1,210.03	80.03	1,130.

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Massachusetts	78.20	83.71				
New Hampshire	104.69	2.75				
Maine	46.92	-				
Total mileage owned (single track)	229.81	85.89	.			

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING THE YEAR.				NEW TIES LAID DURING THE YEAR.		
Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Iron, old.....	7.16	56	\$22 40	Cedar ties.....	42,971	29 cents.
Steel, new.....	262.13	72	\$30 50	Oak ties.....	250	35 "
Steel, old.....	21.15	60 & 67	25 00	Oak and switch ties....	526	70 "
Total steel ...	284.70		-	Total.....	43,747	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS. (2,000 lbs. per ton.)	WOOD—CORDS.		Total fuel consumed— tons.	Miles run.	Average lbs. consumed per mile.
	Bituminous.	Hard.	Soft.			
Passenger.....	-	-	-	-	6,195,414	
Freight.....	-	-	-	-	4,274,354	
Switching.....	-	-	-	-	1,986,199	
Construction.....	-	-	-	-	397,117	
Total.....	359,078	8,814	-	365,711	12,853,084	56.91
Average cost at dis- tributing point:						
Boston & Maine Syst.	\$3 57	-	\$3 85			
Passumpsic Division.	4 32	-	3 05			

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.				PASSENGERS.	OTHERS.				
	Trainmen.		Total.			Injured.	Trespassing.		Total.	
	Killed.	Inj'r'd.	Killed.	Inj'r'd.			Killed.	Inj'r'd.	Killed.	Inj'r'd.
Collisions.....	1	2	1	2	4					
At stations.....	-	-	-	-	-	1	1	1	1	
Other causes.....	1	-	1	-	-	4	-	4	-	
Total.....	2	2	2	2	4	5	1	5	1	

One employe, standing on car steps, struck against switch stand, receiving fatal injuries. One trespasser, climbing on moving train, killed. One trespasser, climbing on moving train, injured. Four trespassers on track, struck and killed.

BRIDGES, TRESTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length, Ft. In.	Minimum length, Ft. In.	Maximum length Ft. In.	Item.	Number.	Height of low- est. above sea.
Bridges:					Overhead Highway Crossings:		
Stone.	12	332.4	10.	24.4	Bridges.	24	1
Iron.	29	2,472.11	11.	392.	Trestles.	19	1
Wooden. ..	7	397.3	10.2	157.11	Total.	43	
Total. ...	48	3,202 06					
Trestles.	13	5,524.1	71.				

Gauge of track, 4 feet, 8½ inches. 46.92 miles.

TELEGRAPH OWNED BY ANOTHER COMPANY, BUT LOCATED ON
PROPERTY OF ROAD MAKING THIS REPORT.

Western Union Telegraph Company, 46.92 miles of line.

Report of the Biddeford and Saco Railroad Company
for the Year Ending June 30, 1891.
[Horse Railroad.]

HISTORY.

Name of common carrier making this report? Biddeford and Saco Railroad Company.

Date of organization? February 19, 1887.

Organized under the laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
BREFF H. BANKS	Biddeford, Me.....	October 14, 1891.
JOSEPH GOOCH	" "	" "
JOHN NOURSE	" "	" "
CHARLES H. PRESCOTT	" "	" "
GEORGE F. CALEY	Saco, Me.....	" "
FRANKLIN NOURSE	"	" "
E. S MITCHELL	"	" "
CHARLES B. PRATT	Worcester, Mass. ..	" "
HENRY S. SEELEY	" "	" "

Total number of stockholders at date of last election, 85.

Date of last meeting of stockholders for election of directors, November 5, 1890.

Post office address of general office, 154 Main street, Biddeford, Me.

Post office address of operating office, 154 Main street, Biddeford, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	ESREFF H. BANKS.....	Biddeford, Me.
President	ESREFF H. BANKS.....	" "
Secretary	C. H. PRESCOTT	" "
Treasurer	C. H. PRESCOTT	" "
Auditor	JOHN F. NOURSE.....	" "

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road owned.
	From—	To—	
Biddeford & Saco Railroad	Biddeford.....	Old Orchard.....	5.728
		Total.....	5.728

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding
Common	2,000	\$50 00	\$100,000	\$40,000
Number of shares issued	800			
Total cash realized	-	-	-	40,000

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued	Amount outstanding.	Cash realized on amount issued.	INTEREST.		
	Date of issue.	When due.					Rate.	When payable.	Am't acc'd
First mort. bonds...	1888	1908	\$40,000	\$40,000	\$40,000	\$40,000	6 per ct.	Semi-annually.	

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Am't issued.	Am't out-standing.	INTEREST.	
			Amount Accrued During Year.	Amount During
Mortgage bonds,	\$40,000 00	\$40,000 00	\$3,400 00	\$1

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAY'T OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash.....	\$1,044 96	Loans and bills payable.....	\$7,500 00
		Matured int. coupons unpaid, includ'g coupons due July 1,	2,505 00
Total.....	\$1,044 96	Total.....	\$10,005 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, not included in operating expenses, charged to construction or equipm't	Total cost to June 30, 1890.	Total cost to June 30, 1891.
Construction.....		\$54,061 20	\$54,061 20
Other real estate.....	\$4 37	8,322 82	8,322 82
Total construction.....	\$4 37	\$62,384 02	\$62,384 02
Equipment :			
Horses.....		\$9,385 00	\$6,025 00
Passenger cars.....		9,320 00	9,320 00
Harnesses and stable equipment.....	59	1,086 97	1,087 56
Miscellaneous equipment.....	80 98	905 14	986 12
Total equipment.....	\$81 57	\$20,697 11	\$17,418 68
Grand total cost of construction, equip- ment, etc.....	\$85 94	\$83,081 13	\$79,807 07

INCOME ACCOUNT.

Gross earnings from operation	\$16,371 01	
Less operating expenses	13,448 00	
Total income		\$2,923 01
Deductions from Income:		
Interest on funded debt accrued	\$2,400 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	426 25	
Taxes	159 21	
Other deductions, charged to profit and loss on horses	859 00	
Total deductions from income		\$3,880 46
Deficit		\$957 45
Deficit from operations of year ending June 30, 1891	\$957 45	
Deficit on June 30, 1890	4,995 52	
Deficit on June 30, 1891		\$5,952 97

EARNINGS FROM OPERATION.

Item.	Total Receipts.	Deductions, account of repayments, etc.	Actual Earnings.
PASSENGER:			
Passenger revenue	\$16,118 61		
Tickets redeemed	-	\$57 90	
Total deductions	-	\$57 90	
Total passenger revenue	-		\$16,060 71
OTHER EARNINGS FROM OPERATION:			
Advertising	\$ 94 00		
Sale of manure	216 30		
Total other earnings			310 30
Total gross earnings from operation	-	-	\$16,371 01

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.
Maintenance of way and structures:	
Repairs of roadway	\$213 17
Repairs of buildings.....	6 23
Total	\$219 40
Maintenance of equipment:	
Equipment repairs	\$219 92
Equipment renewals.....	187 78
Total	\$407 70
Conducting transportation:	
Pay roll	\$6,028 89
Provender.....	5,102 98
Horses hired.....	30 00
Total	\$11,161 87
General expenses:	
Salaries of officers	\$621 10
General office expenses and supplies	30 79
Advertising	53 04
Insurance	231 02
Legal expenses.....	10 00
Stationery and printing.....	107 23
Other general expenses	605 85
Total	\$1,659 03
Computation of expenses:	
Maintenance of way and structures.....	\$219 40
Maintenance of equipment	407 70
Conducting transportation	11,161 87
General expenses.....	1,659 03
Grand total	\$13,448 00

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1891.	YEAR ENDING JUNE 30, 1	
	Total.	Increase.	Decrease.
Cost of road	\$54,061 20		
Cost of equipment	17,418 68	-	\$3,271
Lands owned	8,327 19	\$4 37	
Cash and current assets	1,044 96	-	484
Other assets:			
Sinking fund	2,000 00	800 00	
Profit and loss	5,952 97	1,802 45	
Grand total	\$88,805 00	\$2,606 82	\$3,771
LIABILITIES.			
Capital stock	\$40,000 00		
Funded debt	40,000 00		
Notes payable	7,500 00	-	\$2,104
Accrued interest on funded debt not yet payable	1,305 00	\$90 00	
Grand total	\$88,805 00	\$90 00	\$2,104

EMPLOYEES AND SALARIES.

Class.	Number.	Total yearly compensation.
Treasurer	1	\$400 00
Conductors, drivers and blacksmiths		
Stablemen		
Total, including general officers	-	\$6,028 89

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

Item.	Column for number passengers, number trains, mileage, number cars	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue,	226,300			
Total passenger revenue.....	-	\$16,060	71	
Passenger earnings per mile of road	-	2,803	89	490
Passenger earnings per train-mile	-		25	584
PASSENGER AND FREIGHT:				
Gross earnings from operation..	-	16,371	01	
Gross earnings from operation per mile of road,	-	2,858	06	738
Expenses	-	13,448		
Expenses per mile of road	-	2,347	76	536
TRAIN MILEAGE:				
Miles run by passenger trains	62,776			

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.
Horses	37
CARS IN PASSENGER SERVICE:	
Open passenger cars	8
Closed passenger cars	4
Hardies	3
Total	15

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.	Total Mileage Operated.
	Main Line.	
Miles of single track	5,728	5,728
Miles of yard track and sidings	300	300
Total mileage operated (all tracks)	6,028	6,028

Report of the Bridgton and Saco River Railroad Company for the Year Ending June 30, 1891.

[Two feet gauge.]

HISTORY.

Name of common carrier making this report? Bridgton and Saco River Railroad Company.

Date of organization? Incorporated July, 1881. Organized under general law in 1881.

Organized under laws of State of Maine.

ORGANIZATION.

Names of Directors.	Post office Address.	Date of Expiration of Term.
WILLIAM F. PERRY.....	Bridgton, Me.....	November, 1891.
W. A. STEVENS	" "	" "
A. H. BURNHAM	" "	" "
DAVID P. CHAPLIN	" "	" "
ALDANA T. INGALLS.....	South Bridgton, Me..	" "
SAMUEL S. FULLER	Bridgton, Me.....	" "
THOMAS B. KNAPP	South Bridgton, Me..	" "
ALMON YOUNG	Hiram, Me.....	" "
W. H. MILLIKEN.....	Portland, Me.....	" "

Total number of stockholders at date of last election, 83.

Date of last meeting of stockholders for election of directors, November 19, 1890.

Post office address of general office, Bridgton, Me.

Post office address of operating office, Bridgton, Me.

OFFICERS.

Title.	Name.	Location of Office.
President	WILLIAM F. PERRY.....	Bridgton, Me.
Secretary	J. A. BENNETT	" "
Treasurer	P. P. BURNHAM	" "
Attorney, or General Counsel	A. H. WALKER	" "
General Superintendent	J. A. BENNETT.....	" "
General Freight Agent	J. A. BENNETT.....	" "
General Passenger Agent.....	J. A. BENNETT.....	" "
General Ticket Agent.....	J. A. BENNETT.....	" "

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Bridgton and Saco River Railroad	Bridgton.....	Hiram Junction	16

CAPITAL STOCK.

Description.	No. of shares. authorised.	Par value of shares.	Total par value authorised.	Total amount issued and outstanding.
Common	1,800	\$50 00	\$90,000 00	\$90,000 00
Number of shares issued.....	1,800			
Cash realised.....	-	-	\$9,554 00	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	Amount of author- ized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
					Rate—%	When payable.	Am't accrued during year.	Am't paid during year.
First mortgage	\$80,000	\$80,000	\$80,000	\$80,000	6	Mar. & Sept.	6,390	4,800
Second	30,000	26,500	26,500	26,500	6			

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Am't outstanding.	INTEREST.	
			Amount accrued during year.	Am't paid during year.
Mortgage bonds .	\$106,500 00	\$106,500 00	\$6,390 00	\$4,800 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash.....	\$5,764 36	Loans and bills payable.....	\$2,650 00
Bills receivable.....	825 36	Audited vouchers and acc'ts.	335 00
Total	\$6,589 72	Net traffic balances due to other companies	2,758 65
		Total	\$5,743 65

Materials and supplies on hand, \$1,911.61

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.						
Item.	EXPENDITURES DURING YEAR.			Total cost to June 30, 1890.	Total cost to June 30, 1891.	Cost Per Mile
	Included in operating expenses.	Not Included in Operating Expenses.				
		Charged to construction or equipment.				
Construction:						
Grading and bridge and cul- vert masonry	\$1,364 37				\$169,700 46	
Ties	-				27,742 00	
Other superstructure	400 00			-		
Total construction....	\$1,764 37		\$6 50	\$27,735 50		
Total equipment.....	-		-			
Grand total cost construction, equipment, etc.....	-		-		\$197,442 46	\$12,340 15

INCOME ACCOUNT.

Gross earnings from operation	\$27,719 46	
Less operating expenses	16,387 48	
Total income		\$11,331 98
Deductions from income:		
Interest on funded debt accrued	\$4,800 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	178 25	
Permanent improvements	1,764 37	
Total deductions from income		6,742 62
Net income		\$4,589 36
Surplus from operation of year ending June 30, 1891	\$4,589 36	
Deficit on June 30, 1890	443 22	
Surplus on June 30, 1891		\$4,146 14

EARNINGS FROM OPERATION.

Item.	Total receipts.	Actual earnings.
Passenger revenue	\$10,325 68	
Total passenger revenue	-	\$10,325 68
Mall	-	1,009 15
Express	-	2,990 83
Extra baggage and storage	-	80 70
Total passenger earnings	-	\$13,806 36
Freight revenue	\$13,913 10	
Total freight revenue	-	13,913 10
Total gross earnings from operation	-	\$27,719 46

OPERATING EXPENSES.

Item.	Total.
Maintenance of way and structures:	
Repairs of roadway	\$3,652 63
Renewals of rails	224 22
Renewals of ties	139 74
Repairs of bridges and culverts	375 85
Repairs of fences, road-crossings, signs, and cattle guards	53 56
Repairs of buildings	272 30
Total	\$4,718 30
Maintenance of equipment:	
Repairs and renewals of locomotives	950 20
Repairs and renewals of passenger cars	328 52
Repairs and renewals of freight cars	394 95
Total	\$1,673 67
Conducting transportation:	
Wages of enginemen, firemen, and round-housemen	\$1,656 25
Fuel for locomotives	1,310 00
Water-supply for locomotives	5 75
All other supplies for locomotives	93 74
Wages of other trainmen	1,179 97
All other train supplies	165 10
Wages of switchmen, flagmen, and watchmen	500 17
Expense of telegraph, including train dispatchers and operators	5 87
Wages of station agents, clerks, and laborers	2,214 65
Station supplies	283 75
Loss and damage	6 63
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies	377 91
Total	\$8,799 79
General expenses:	
Salaries of officers	\$724 65
General office expenses and supplies	105 06
Advertising	210 85
Insurance	96 50
Legal expenses	58 66
Total	\$1,195 72
Recapitulation of expenses:	
Maintenance of way and structures	\$4,718 30
Maintenance of equipment	1,673 67
Conducting transportation	8,799 79
General expenses	1,195 72
Grand total	\$16,387 48
Percentage of expenses to earnings .....	.59

COMPARATIVE GENERAL BALANCE SHEET.

Assets, June 30, 1891.		Liabilities, June 30, 1891.	
Cost of road.....	\$169,700 46	Capital stock	\$89,554 00
Cost of equipment	27,742 00	Funded debt.....	106,500 00
Cash and current assets...	6,589 72	Current liabilities.....	5,743 65
Other assets: materials and supplies	1,911 61	Profit and loss	4,146 14
Grand total.....	\$205,943 79	Grand total	\$205,943 79

EMPLOYEES.

General officers.....	2
General office clerk	1
Station agents	4
Other station men	3
Enginemen	2
Firemen	2
Conductors	2
Other trainmen.....	2
Section foremen.....	3
Other trackmen.....	9
Switchman, flagman and watchman.....	1
Total, including general officers.....	31
Less general officers	2
Total, excluding general officers	29
Distribution of above:	
General administration	2
Conducting transportation	29
Total, including general officers.....	31
Less general officers.....	2
Total, excluding general officers.....	29

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, number cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills
Passenger traffic:				
Number of passengers carried earning revenue.	14,484			
Number of passengers carried one mile	205,406			
Average distance carried	14.20			
Total passenger revenue	-	\$10,325	68	
Average amount received from each passenger.	-		71	29
Average receipts per passenger per mile	-		05	02
Total passenger earnings	-	13,806	36	
Passenger earnings per mile of road	-	862	89	02
Freight traffic:				
Number of tons carried of freight earning revenue	13,517			
Number of tons carried one mile	191,246			
Average distance haul of one ton.	14.16			
Total freight revenue	-	13,913	46	
Average amount received for each ton of freight	-		102	93
Average receipts per ton per mile	-		07	38
Total freight earnings	-	13,913	46	
Freight earnings per mile of road	-	869	59	
Passenger and freight:				
Passenger and freight revenue	-	24,239	14	
Passenger and freight revenue per mile of road	-	1,514	94	62
Passenger and freight earnings	-	27,719	46	
Passenger and freight earnings per mile of road	-	1,732	46	62
Gross earnings from operation	-	27,719	46	
Gross earnings from operation per mile of road	-	1,732	46	
Expenses	-	16,387	48	
Expenses per mile of road	-	1,024	21	75
Train mileage:				
Miles run by mixed trains	26,805			
Miles run by construction and other trains	6,714			
Grand total train mileage	33,519			

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		Number.	Kind.	Number.	Kind.
Locomotives.....	2	2	Eames..		
Cars in passenger service:					
First-class passenger cars.....	-	2	Eames..	2	Miller.
Baggage, express, and postal cars ..	1	1		1	Miller.
Total	1	3			
Cars in freight service:					
Box cars	7				
Flat cars	10				
Other cars	1				
Total.....	18				

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock (Main Line).	Steel Rails.
Miles of single track.....	16	1
Miles of yard track and sidings.....	1	1
Total mileage operated, all tracks.....	17	17

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length. Ft. In.	Minimum length. Ft. In.	Maximum length Ft. In.
Bridges:				
Wooden.....	14	139	5.	14
Combination.....	2	31.5	13.50	18
Total.....	16			
Trestles.....	6	501	38	199

Gauge of track, 2 feet. 16 miles.

Report of the Canadian Pacific Railway for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Canadian Pacific Railway (International Railway of Maine).

Date of organization? 1881.

Organised under the laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post-office Address.
MR. WM. C. VAN HORNE.....	Montreal, Canada.
THOS. G. SHAUGHNESSY ..	" "
LORD MOUNT STEPHEN.....	" "
SIR D. A. SMITH, K. C. M. G.....	" "
MR. GEO. OLDS.....	" "
R. R. BURPEE.....	Bangor, Me.
CHARLES T. WOODWARD	" "

Post-office address of general office, Montreal, P. Q., Canada.

Post-office address of operating office, Montreal, P. Q., Canada.

OFFICERS.

Title.	Name.	Location of Office.
President	MR. WM. C. VAN HORNE.....	Montreal, P. Q.
Vice-President	T. G. SHAUGHNESSY.....	" "
Secretary	MR. CHARLES DRINKWATER...	" "
Treasurer.....	MR. W. SUTHERLAND TAYLOR..	" "
Chief Solicitor.....	MR. GEO. M. CLARK	" "
Comptroller.....	MR. I. G. OGDEN	" "
General Supt, Western Div...	MR. W. WHIPLE	Winnipeg.
" " Eastern "	MR. C. W. SPENCER	Montreal, P. Q.
" " Pacific "	MR. H. ABBOTT	Vancouver.
" " On. & Qu. "	MR. THOS. TAIT.....	Toronto.
" " Atlantic "	MR. H. P. TIMMERMAN.....	St. John, N. B.
Manager of Telegraphs.....	MR. C. R. HOSMER	Montreal, P. Q.
Man. Lake Steam. Lines.....	MR. H. BEATTY	Toronto.
General Traffic Manager.....	MR. GEORGE OLDS.....	Montreal, P. Q.
European Traffic Agent	MR. ARCHER BAKER	1 Queen Victoria St., London, E. C.
General Passenger Agent.....	MR. D. McNICOLL	Montreal, P. Q.
Land Commissioner	MR. L. A. HAMILTON.....	Winnipeg.
Dep. Sec. & Reg. of Transfers.	MR. HARRY MOODY	1 Queen Victoria St., London, E. C.
Transfer Agents.....	MESSRS. WATSON & LANG	59 Wall St., N. Y.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
International Rwy. of Me., Can. Pacific Ry., }	Boundary	Mattawamkeag	144.50

CAPITAL STOCK.

Description.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
American & Northwestern Railway 5 per cent guaranteed stock—lien on this road.. .. . }	\$100 00	\$1,445,000 00	\$1,445,000 00
Total	\$100 00	\$1,445,000 00	\$1,445,000 00
Total cash realized	-	-	1,445,000 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued	INTEREST.		
					Rate per cent.	When payable	Amount accrued during year.
*A. & N. W. Ry. 1st mort. bonds,	\$2,890,000	\$2,890,000	\$2,890,000	\$2,890,000	5	Jan. & July	\$144,500
							115,500
							\$29,000
							\$29,000

* Lien on this road.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds	\$2,890,000	\$2,890,000	\$29,000	\$29,000

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.	AMOUNT PER MILE OF ROAD.	
		To railroads.	Miles.	Amount.
Capital stock	\$1,445,000	\$1,445,000	144.50	\$10,000
Bonds	2,890,000	2,890,000	144.50	20,000
Total.....	\$4,335,000	\$4,335,000	144.50	\$30,000

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE. OF ROAD.	
				Miles	Amount.
International R'y of Me., operated by Canadian Pacific Ry.	\$1,445,000	\$2,890,000	\$4,335,000	144.50	\$30,000

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, not included in operating expenses, charged to con- struction or equipment.	Total Cost to June 30, 1890.	Total Cost to June 30, 1891.	Cost per Mile
Construction:				
Right of way	\$3,418 56	\$34,641 67	\$38,060 23	\$263 1
Fences, road crossings and signs	235 88	13,590 38	13,826 26	95 0
Grading and bridge and culvert masonry	13,286 71	2,512,995 99	2,526,282 70	17,482 1
Bridges and trestles }				
Rails, fastenings and ties,	624 50	679,307 69	679,932 19	4,705 0
Other superstructure.....	30,658 63	251,565 09	282,223 72	1,953 1
Buildings, furniture and fixtures	11,426 11	60,479 12	71,905 23	497 1
Shop machinery and tools,	1,228 21	8,652 25	9,880 46	68 1
Engineering expenses	1,458 54	143,054 08	144,512 62	1,000 0
Interest during construc- tion.....	-	342,093 17	342,093 17	2,367 1
Discount on securities sold for construction.....	-	281,963 96	281,963 96	1,951 1
Sidings and yard exten- sions	174 23	27,103 71	27,277 94	188 1
Other items	2,000 00	52,427 86	54,427 86	376 1
Total construction ...	\$64,511 37	\$4,407,874 97	\$4,472,386 34	\$30,950 1
Equipment:				
Locomotives.....	-	\$ 57,000 00	\$ 57,000 00	
Freight cars.....	-	214,500 00	214,500 00	
Other cars of all classes...	-	37,900 00	37,900 00	
Total equipment	-	\$309,400 00	\$309,400 00	
Grand total cost construc- tion, equipment, etc....	\$64,511 37	\$4,717,274 97	\$4,781,786 34	\$33,091 1

INCOME ACCOUNT.

Gross earnings from operation	\$172,882 09
Less operating expenses	243,898 21
Deficit	\$71,016 12
Deductions from income:	
Interest on funded debt accrued—lien on this road	\$29,000 00
Taxes—included in operating.	
Total deductions from income	29,000 00
Deficit	\$100,016 12
Deficit from operations of year ending June 30, 1891	*\$100,016 12

* Included in entire operation of Canadian Pacific Railway. Does not appear in balance sheet.

EARNINGS FROM OPERATION.

Item.	Actual earnings.
Total passenger revenue	\$48,794 58
Mail	6,821 95
Express	3,534 45
Extra baggage and storage	934 79
Other items	6,190 63
Total passenger earnings	\$66,296 40
Total freight earnings	103,904 57
Total passenger and freight earnings	\$170,200 97
Other earnings from operation:	
Car mileage—balance	2,545 46
Rentals not otherwise provided for	135 66
Total gross earnings from operation	\$172,882 09

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$16,133 81	\$27,552 98	\$43,686 79
Renewals of rails	1,060 73	1,812 18	2,872 91
Renewal of ties	121 93	208 32	330 25
Repairs of bridges and culverts	2,048 53	3,499 75	5,548 28
Repairs of fences, road crossings, signs, and cattle guards	364 94	623 47	988 41
Repairs of buildings	972 02	1,660 63	2,632 65
Repairs of docks and wharves	7 67	13 10	20 77
Repairs of telegraph	65 89	112 59	178 48
Other expenses, including snow expenses	2,953 09	5,045 16	7,998 25
Total	\$21,607 15	\$36,903 82	\$58,510 97
Maintenance of equipment:			
Repairs and renewals of locomotives ...	\$4,971 57	\$8,493 55	\$13,465 12
Repairs and renewals of passenger cars.	5,499 92	-	5,499 92
Repairs and renewals of freight cars .	-	9,976 58	9,976 58
Shop machinery, tools, etc.	77 46	132 33	209 79
Other expenses	214 43	366 34	580 77
Total	\$10,763 38	\$18,968 80	\$29,732 18
Conducting transportation:			
Wages of engine-men, firemen and round- housemen	\$ 9,533 40	\$16,287 09	\$25,820 49
Fuel for locomotives	17,791 45	30,395 33	48,186 78
Water-supply for locomotives	1,353 57	2,312 47	3,666 04
All other supplies for locomotives	684 09	1,168 77	1,852 86
Wages of other trainmen	7,188 10	12,280 32	19,468 42
All other train supplies	3,123 59	5,336 97	8,460 56
Expense of telegraph, including train dispatchers and operators	2,354 44	4,022 30	6,376 74
Wages of station agents, clerks, and laborers	4,201 55	7,178 04	11,379 59
Station supplies	950 85	1,624 46	2,575 31
Car mileage—balance	-	1,181 58	1,181 58
Loss and damage	287 71	491 57	779 28
Injuries to persons	118 86	203 06	321 92
Other expenses	851 52	1,454 76	2,306 28
Total	\$48,439 13	\$83,936 72	\$132,375 85
General expenses:			
Salaries of officers	\$2,443 80	\$4,175 04	\$6,618 84
Salaries of clerks	2,208 13	3,772 42	5,980 55
General office expenses and supplies ...	1,196 03	2,043 33	3,239 36
Advertising	409 36	699 36	1,108 72
Rentals not otherwise provided for	82 80	140 24	222 32
Stationery and printing	1,655 74	2,828 68	4,484 42
Other general expenses	600 00	1,025 00	1,625 00
Total	\$8,595 14	\$14,684 07	\$23,279 21

OPERATING EXPENSES—*Concluded.*

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Recapitulation of expenses:			
Maintenance of way and structures	\$21,607 15	\$36,903 82	\$58,510 97
Maintenance of equipment	10,763 38	18,968 80	29,732 18
Conducting transportation	48,439 13	83,936 72	132,375 85
General expenses	8,595 14	14,684 07	23,279 21
Total	\$89,404 80	\$154,493 41	\$243,898 21
Percentage of expenses to earnings.....	\$51 71	\$89 36	\$141 07

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1891.	
	Item.	Total.
Cost of road	\$4,472,386 34	\$4,472,386 34
Cost of equipment	309,400 00	309,400 00
Grand total	\$4,781,786 34	\$4,781,786 34
LIABILITIES.		
Funded debt	\$4,335,000 00	\$4,335,000 00
Advances by Canadian Pacific Railway for A. N. W. Railway	446,786 34	446,786 34
Grand total	\$4,781,786 34	\$4,781,786 34

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Atlantic & N. W. Railway first mortgage bonds ...	Megantic	Mattawamkeag	144.50	\$20,000 00

All equipment, income and securities mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total yearly compensation.	Average daily compensation.
General officers—proportion	5	\$6,550 00	\$20 91
General office clerks	6	5,750 00	18 31
Station agents	7	3,900 00	12 44
Other stationmen	5	1,998 00	6 31
Enginemen	15	12,336 00	39 41
Firemen	14	6,336 00	20 24
Conductors	12	8,459 00	27 03
Other trainmen	25	11,529 00	36 83
Machinists	4	1,384 00	4 41
Carpenters	2	864 00	2 71
Other shopmen	30	13,864 00	44 21
Section foremen	1	900 00	2 81
Other trackmen	147	52,524 00	167 81
Switchmen, flagmen, and watchmen	1	480 00	1 51
Telegraph operators and dispatchers	14	7,440 00	23 71
All other employees and laborers	80	23,184 00	74 01
Total, including general officers	368	\$157,488 00	\$503 11
Less general officers	5	6,550 00	20 91
Total, excluding general officers	363	\$150,938 00	\$482 21
Distribution of above:			
General administration	11	\$12,300 00	\$ 39 31
Maintenance of way and structures	148	53,424 00	170 81
Maintenance of equipment	36	16,102 00	51 41
Conducting transportation	173	75,662 00	241 71
Total, including general officers	368	\$157,488 00	\$503 11
Less general officers	5	6,550 00	20 91
Total, excluding general officers	363	\$150,938 00	\$482 21

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for ton- nage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue,	29,917			
Number of passengers carried one mile	2,361,325			
Average distance carried .....	.79			
Total passenger revenue	-	48,794	58	
Average amount received from each passenger,	-		163	099
Average receipts per passenger per mile	-		2	066
Estimated cost of carrying each passenger one mile	-		3	786
Passenger earnings per mile of road	-	458	79	862
Passenger earnings per train-mile	-		62	955
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	107,356			
Number of tons carried one mile	12,833,140			
Average distance haul of one ton	120			
Total freight revenue	-	103,904	57	
Average amount rec'd for each ton of freight...	-		96	785
Average receipts per ton per mile	-			809
Estimated cost of carrying one ton one mile....	-		1	204
Freight earnings per mile of road	-	103,904	57	
Freight earnings per train-mile	-		719	06 277
PASSENGER AND FREIGHT:				
Passenger and freight revenue	-	152,699	15	
Passenger and freight revenue per mile of road,	-		1,056	74
Passenger and freight earnings	-	170,200	97	
Passenger and freight earnings per mile of road	-		1,177	86 139
Gross earnings from operation	-	172,882	09	
Gross earnings from operation per mile of road,	-		1,196	41 585
Expenses	-	243,898	21	
Expenses per mile of road	-		1,687	87 690
TRAIN MILEAGE:				
Miles run by passenger trains	105,626			
Miles run by freight trains	180,454			
Total mileage trains earning revenue	286,080			
Miles run by construction and other trains....	22,281			
Grand total train mileage	308,361			
Mileage of loaded freight cars, northwest	445,102			
Mileage of loaded freight cars, south or east...	932,439			
Mileage of empty freight cars, north or west...	326,469			
Mileage of empty freight cars, south or east....	51,347			
Average number of freight cars in train	16.03			
Average number of loaded cars in train	12.59			
Average number of empty cars in train	3.44			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Freight.....	-	6	6	Westinghouse.		
Cars in freight service:						
Box cars.....	-	500				
Other road cars.....	-	6				
Total owned	-	506				

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.			Total mileage operated.	RAILS.	
	Main Line.	Branches and spurs.	Line operated under lease.		Iron	Steel.
Miles of single track.....	144.50		-	144.50	-	144.5
Miles of yard track, sidings, and spurs.....	-	5.10	-	5.10	5.10	
Total mileage operated (all tracks)	144.50	5.10	-	149.60	5.10	144.5

MILEAGE OF LINE BY STATES.

MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State.	LINE REPRESENTED BY CAPITAL STOCK.			Total mileage excluding trackage rights.	RAILS.	
	Main Line.	Branches and spurs	Line operated under lease.		Iron.	Steel.
Maine	144.50	5.1	-	149.6	5.10	144.5

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.	WOOD—CORDS.		Total fuel consumed—tons.	Miles run.	Average lbs. consumed per mile.
	Bituminous.	Hard.	Soft.			
Passenger	3,140	335	-	3,642.50	105,626	68.97
Freight	5,326	568	-	6,178.00	180,454	78.47
Switching	673	72	-	781.00	22,281	70.10
Construction						
Total	9,139	975	-	10,601.50	308,361	68.76

BRIDGES, TRESTLES, TUNNELS, Etc.

Item.	Number.	Minimum length—feet.	Maximum length—feet.	Aggregate length—feet.	Item	Number.	Height of lowest above surface of rail.
Bridges:					Overhead railway crossings:		
Iron	11	1603	30	500	Bridges, iron girder	139	feet.
Wooden	4	92	16	37			
Total	15	1695					
Trestles:							
Wood	64	9134	15	760			
Iron	3	4040	780	1180			

Gauge of track, 4 feet, 8½ inches. 144.50 miles.

Report of the Aroostook River Railroad Company for the Year Ending June 30, 1891.

[Leased to the Canadian Pacific Railway.]

HISTORY.

Name of common carrier making this report? Aroostook River Railroad Company.
Organized under the laws of the State of Maine. Act of incorporation approved
March 27, 1858.

What carrier operates the road of this company? Canadian Pacific Railway, under
lease from New Brunswick Railway.

OFFICERS.

This road is operated by the Canadian Pacific Railway. List of names of officers
given in returns of said railway.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME OF RAILROAD THE INCOME OF WHICH FROM LEASE, OR FROM OTHER ASSIGNMENT
FOR OPERATION IS INCLUDED IN THE INCOME ACCOUNT.

Name.	TERMINALS.		By what Co. operated.	Under What Kind of Contract Operated.	Miles of
	From—	To—			
Aroostook River R. R.,	Boundary line,	Presque Isle,	Canadian Pacific Ry.	Leased to New Brunswick Ry., which road is leased to the Can. Pacific Ry.	29

Leased from January 12, 1878, for 999 years, for line from boundary line to Caribou.
Lease ratified September 1, 1885, and made to include line from Caribou to Presque
Isle. Rental, \$1 per annum, to New Brunswick Railway, which road is leased to
Canadian Pacific.

CAPITAL STOCK.

Description.	Total amount issued and outstanding.
Common.....	\$800,000 00.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AM'T PER MILE OF ROAD.	
		To Railroads.	To other Properties.	Miles.	Amount.
Capital stock	\$800,000 00	\$800,000 00	-	29.02	\$27,667

INCOME ACCOUNT

Gross earnings from operation	\$58,597 46
Less operating expenses	40,792 77
Income from operation	\$17,804 79
Total income	\$17,804 69
Proportion of interest on mortgage on N. B. Railway.....	20,000 00
Deficit from operation June 30, 1891	*\$12,195 21
Income from lease of road.....	\$1 00

* All obligations paid by the New Brunswick Railway Company.

EARNINGS FROM OPERATION.

Total passenger revenue.....	\$8,214 75
Mail	1,400 00
Express	1,443 12
Total passenger earnings	\$11,057 87
Total freight earnings	47,539 59
Total passenger and freight earnings.....	\$58,597 46

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	-	-	\$6,823 4
Repairs of bridges and culverts	-	-	177 4
Repairs of fences, road-crossings, signs, and cattle guards	-	-	296 4
Repairs of buildings	-	-	728 1
Repairs of telegraph	-	-	6 0
Other expenses	-	-	4,757 1
Total	-	-	\$12,790 4
Maintenance of equipment:			
Repairs and renewals of locomotives	-	-	\$1,710 1
Repairs and renewals of passenger cars ..	\$1,250 91	-	1,250 4
Repairs and renewals of freight cars	-	\$1,329 15	1,329 1
Other expenses	-	-	797 4
Total	-	-	\$5,088 0
Conducting transportation:			
Wages of enginemen, firemen, and round- housemen	-	-	\$3,475 4
Fuel for locomotives	-	-	6,808 4
Water-supply for locomotives	-	-	94 4
All other supplies for locomotives	-	-	223 4
Wages of other trainmen	-	-	2,515 4
All other train supplies	-	-	105 4
Expense of telegraph, including train dis- patchers and operators	-	-	1,121 4
Wages of station agents, clerks, and laborers	-	-	2,911 4
Station supplies	-	-	661 4
Car mileage—balance	-	-	309 4
Loss and damage	-	-	2 4
Other expenses	-	-	906 4
Total	-	-	\$19,135 1
General expenses:			
Salaries of officers	-	-	\$1,479 4
Salaries of clerks	-	-	1,008 4
General office expenses and supplies	-	-	358 4
Stationery and printing	-	-	378 4
Other general expenses	-	-	553 4
Total	-	-	\$3,777 4
Recapitulation of expenses:			
Maintenance of way and structures	-	-	\$12,790 4
Maintenance of equipment	-	-	5,088 0
Conducting transportation	-	-	19,135 1
General expenses	-	-	3,777 4
Grand total	-	-	\$40,792 9
Percentage of expenses to earnings	-	-	69.0

COMPARATIVE GENERAL BALANCE SHEET.

Assets, June 30, 1891.		Liabilities, June 30, 1891.	
Cost of road.....	\$800,000	Capital stock	\$800,000

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, number cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills
Passenger traffic:				
Number of passengers carried earning revenue.	22,380			
Number of passengers carried one mile	348,162			
Average distance carried	15.65			
Total passenger revenue	-	\$8,214	75	
Average amount received from each passenger.	-		36	705
Average receipts per passenger per mile	-		02	072
Total passenger earnings	-	11,057	87	
Passenger earnings per mile of road	-	368	59	566
Freight traffic:				
Number of tons carried of freight earning revenue	145,631			
Number of tons carried one mile	1,916,184			
Average distance haul of one ton.	13.16			
Total freight revenue	-	47,539	59	
Average amount received for each ton of freight	-		32	643
Average receipts per ton per mile	-		02	481
Total freight earnings	-	47,539	59	
Freight earnings per mile of road	-	1,584	65	300
Passenger and freight:				
Passenger and freight revenue	-	55,754	34	
Passenger and freight revenue per mile of road	-	1,858	47	800
Passenger and freight earnings	-	58,597	46	
Passenger and freight earnings per mile of road	-	1,953	24	866
Gross earnings from operation	-	58,597	46	
Gross earnings from operation per mile of road	-	1,953	24	866
Expenses	-	40,792	77	
Expenses per mile of road	-	1,359	75	900

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

State.	Main line.	Excluding trackag e rights.	Ratio—
State of Maine	29.02	29.02	29

Gauge of track, 4 feet, 8½ inches. 29.02 miles.

Report of the Houlton Branch Railroad Company for the Year Ending June 30, 1891.

[Leased to the Canadian Pacific Railway.]

HISTORY.

Name of common carrier making this report? Houlton Branch Railroad Company.
[Operated by Canadian Pacific Railway.]

Organized under the laws of the State of Maine. Act of incorporation, March 27,
1858.

OFFICERS.

Same as the Canadian Pacific Railway.

What carrier operates the road of this company? Canadian Pacific Railway.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME OF RAILROAD THE INCOME OF WHICH FROM LEASE, OR FROM OTHER ASSIGNMENT
FOR OPERATION, IS INCLUDED IN THE INCOME ACCOUNT.

Name.	TERMINALS.		By what Company operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Houlton Branch R. R.	Boundary,	Houlton ..	Canadian Pacific R'y.	Lease.	3

The Houlton Branch Railroad is leased to the New Brunswick Railway Company,
which road is leased to the Canadian Pacific Railway Company for the term of 990
years.

CAPITAL STOCK.

Description.	Cash realized.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
				Rate.	Amount.
Common	\$28,000	\$28,000	\$28,000	6 per ct. bonds and stock .	\$1,680

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	INTEREST.			Amount paid during year.
	Date of issue.	When due.				Rate.	When payable.	Am't acce'd during y'r.	
Mortgage bonds,	-	-	\$24,000	\$24,000	\$24,000	6 per ct.	Jan & July 1.	\$1,440 00	\$1,440 00

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Am't issued.	Am't out-standing.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mort. bonds....	\$24,000	\$24,000	\$1,440	\$1,440 00

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock	\$28,000	\$28,000		\$9,333
Bonds	24,000	24,000		8,000
Total	\$52,000	\$52,000		\$17,333

Total cost construction, equipment, etc., to June 30, 1891..... \$52,0

INCOME ACCOUNT.

Gross earnings from operation	\$5,686 19	
Less operating expenses	8,331 17	
		<hr/>
Deficit		\$2,644 98
Deductions from Income:		
Interest on funded debt accrued	\$1,440 00	
		<hr/>
Total deductions from income		1,440 00
		<hr/>
Deficit		\$4,084 98
Dividends, 6 per cent, common stock and bonds		1,680 00
		<hr/>
Deficit from operations of year ending June 30, 1891		\$5,764 98
Deficit on June 30, 1891		\$5,764 98

INCOME ACCOUNT.

Income from lease of road	\$3,120 00	
		<hr/>
Total income		\$3,120 00
Deductions from income:		
Interest on funded debt accrued		1,440 00
		<hr/>
Net income		\$1,680 00
Dividends, 6 per cent, common stock		\$1,680 00

EARNINGS FROM OPERATION.

Item.	Total receipts.	Total earnings.
Total passenger revenue	-	\$2,328 88
Mail	}	195 38
Express		
Extra baggage and storage		
Other items		
		<hr/>
Total passenger earnings	-	\$2,524 86
Total freight revenue	-	3,161 93
		<hr/>
Total passenger and freight earnings	-	\$5,686 19

OPERATING EXPENSES.

Item.	Total.
Maintenance of way and structures:	
Repairs of roadway.	\$1,035 61
Renewals of ties	10 50
Repairs of fences, road-crossings, signs, and cattle guards.	32 72
Repairs of buildings	309 13
Other expenses	58 87
Total.	\$1,446 87
Maintenance of equipment:	
Repairs and renewals of locomotives.	\$616 57
Conducting transportation:	
Wages of enginemen, firemen, and round-housemen	\$1,202 52
Fuel for locomotives	2,162 04
Water supply for locomotives.	109 42
All other supplies for locomotives.	71 49
Wages of other trainmen.	961 76
All other train supplies.	22 11
Expense of telegraph, including train dispatchers and operators.	165 45
Wages of station agents, clerks, and laborers.	1,391 04
Station supplies	84 11
Other expenses	6 00
Total.	\$6,175 94
General expenses:	
Stationery and printing.	\$91 79
Recapitulation of expenses:	
Maintenance of way and structures.	\$1,446 87
Maintenance of equipment.	616 57
Conducting transportation.	6,175 94
General expenses.	91 79
Grand Total.	\$8,331 17

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1891.	YEARENDING JUNE 30, 1891	
	Total.	Increase.	Decrease.
Cost of road	\$52,000 00		
LIABILITIES.			
Capital stock	\$28,000 00		
Funded debt.....	24,000 00		
Total	\$52,000 00		

SECURITY FOR FUNDED DEBT.

Class of bond or obligation	What road mortgaged.	Miles.	Amount of mortgage per mile of line.
First mortgage bonds.	From boundary to Houlton	3	\$8,000 00

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Houlton Branch Railroad 3 miles.

Report of the Dexter and Newport Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Dexter and Newport Railroad Company.

Date of organization? April 3, 1867.

Organized under the laws of the State of Maine. An act to establish the Dexter and Newport Railroad Company, March 30, 1853, amended by act of March 8, 1864, and an act additional, February 25, 1867.

Leased to the Maine Central Railroad Company by virtue of an act to extend and amend the act of March 30, 1853, approved March 8, 1864, for thirty years, ending November 24, 1898. Also by an additional lease dated December 13, 1888, for 999 years, ratified by act of the legislature February 19, 1889.

Date of authority for consolidation? Consolidated in part by reason of the above mentioned lease of December 13, 1888; this corporation keeping up a separate organization.

This road is operated by the Maine Central Railroad Company.

ORGANIZATION.

Names of Directors.	Post office Address.	Date of Expiration of Term.
CHARLES SHAW	Dexter, Me.....	First Wednesday in Sept. 1891.
JAMES W. BRADBURY ...	Augusta, Me.....	" "
ALBERT F. BRADBURY ...	Dexter, Me.....	" "
GEORGE FISHER	Bath, Me....	" "
OSCAR HOLWAY	Augusta, Me.....	" "
W. D. SEWALL	Bath, Me.....	" "
FRANCIS W. HILL	Exeter, Me.....	" "

Total number of stockholders at date of last election, 100.

Date of last meeting of stockholders for election of directors, Sept. 3, 1890.

Post office address of general office, Dexter, Me.

Post office address of operating office, Portland, Me.

OFFICERS.

Title.	Name.	Location of office.
Chairman of the Board	CHARLES SHAW.....	Dexter, Me.
President	CHARLES SHAW.....	"
Clerk.....	JOSIAH CROSBY.....	"
Treasurer	ALBERT F. BRADBURY.....	"
General Solicitor	JOSIAH CROSBY.....	"

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME OF RAILROAD THE INCOME OF WHICH FROM LEASE, OR FROM OTHER ASSIGNMENT FOR OPERATION, IS INCLUDED IN THE INCOME ACCOUNT.

Name.	TERMINALS.		By What Company Operated.	Under what kind of contract operated	Miles of line.
	From—	To—			
Dexter & Newport R. R..	Dexter..	Newport,	Me. Central R. R. Co.,	Lease ...	14.23

On November 25, 1868, this corporation leased its railroad to the Maine Central Railroad Company for a term of thirty years, at a rental of \$18,000 per year, payable semi-annually.

On December 13, 1888, another lease was executed by this corporation to the same lessee, for the term of 999 years, under the foregoing conditions to and inclusive of the first lease to November, 1898, and thereafter to pay a sum equal to five per cent on the stock of the corporation, which is \$122,000 (being \$6,100); also, the lessee to pay the bonds issued by the towns of Corinna and Dexter (of \$125,000 by Dexter and \$50,000 by Corinna) in aid of this corporation, said bonds to be paid when they become due, September 2, 1897; said lessee to assume all damages incident to railroads; said lessee to pay \$250 annually to the lessor for expenses of keeping up its organization.

CAPITAL STOCK.

Description.	Number of shares authorized	Par value of shares	Total par value authorized	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common.....	1,220	\$100 00	\$400,000 00	\$122,000 00	3% semi-annually	\$7,320 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued	Amount outstanding.	Cash realized on amount issued.	INTEREST.		
	Date of issue	When due.					Rate.	When payable	Amount accrued during year.
Mortgage bonds:									
By town of Dexter..	Sept. 2, 1887.	Sept. 2, 1897.	\$125,000 00	\$125,000 00	\$125,000 00	\$106,385 00	6 per cent.	Mar. & Sept. 2	\$7,500 00
By town of Corinna.	Sept. 2, 1887.	Sept. 2, 1897.	50,000 00	50,000 00	50,000 00	42,007 00	" "	Mar. & Sept. 2	3,000 00
Grand total.....	-	-	\$175,000 00	\$175,000 00	\$175,000 00	\$148,392 00	-	-	\$10,500 00

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Am't outstanding.	INTEREST.	
			Amount accrued during year.	Am't paid during year.
Mortgage bonds .	\$175,000 00	\$175,000 00	\$10,500 00	\$10,500 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAY'T OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$704 71	Wages and salaries	\$100 00
Balance—current liabilities..	557 18	Matured interest coupons unpaid (including coupons due July 1)	414 00
		Miscellaneous.....	43 18
		Balance—cash assets	704 71
Total.....	\$1,261 89	Total	\$1,261 89

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock	\$122,000 00	\$122,000 00	14.23	\$20,870 00
Bonds	175,000 00	175,000 00		
Total	\$297,000 00	\$297,000 00	14.23	\$20,870 00

INCOME ACCOUNT.

Income from lease of road.....	\$18,000 00	
Income from other sources.....	721 89	
Total income.....		\$18,721 89
Deductions from income:		
Salaries and maintenance of organization.....	\$ 100 00	
Interest on funded debt accrued.....	10,500 00	
Taxes.....	11 50	
Interest on funded debt previous to 1890.....	66 00	
Other deductions.....	31 68	
Total deductions from income.....		10,709 18
Net income.....		\$8,012 71
Dividends, 3 per cent, common stock, semi-annually.....	\$7,320 00	
Other payments from net income.....	402 00	
Total.....		7,722 00
Surplus from operation of year ending June 30, 1891.....		\$290 71
Surplus on June 30, 1890.....		261 47
Additions for year.....		29 24
Surplus on June 30, 1891.....		\$581 42

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS JUNE 30, 1891	Total.
Cost of road.....	\$297,000 00
Land owned.....	75 00
Cash and current assets.....	704 71
Profit and loss.....	17 18
Grand total.....	\$297,796 89
LIABILITIES JUNE 30, 1891.	
Capital stock.....	\$122,000 00
Funded debt.....	175,000 00
Current liabilities.....	704 71
Profit and loss.....	92 18
Grand total.....	\$297,796 89

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line
	From—	To—	Miles.	
Mortgage bonds, towns of Dexter and Corinna	Dexter	Newport....	14.23	\$12,298 00

Report of the Eastern Maine Railway Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Eastern Maine Railway Company.

Date of organization? February 2, 1882.

Organized under the laws of the State of Maine. Charter amended January 3 1885.

Incorporated under the name of Penobscot and Union River Railroad, 1870. A
amended in 1873, changing the name to Bucksport and Bangor Railroad.

Reorganized and name changed to Eastern Maine Railway Company by foreclosu
of mortgage under general laws.

This road is operated by the Maine Central Railroad Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term
EUGENE HALE	Ellsworth, Maine	} First Tuesday in August, until successors are chosen
L. A. EMERY	Ellsworth, Maine	
G. W. KIMBALL	Rockland, Maine	
DAVIS TILLSON	Rockland, Maine	
S. D. BAILEY	Bath, Maine	

Total number of stockholders at date of last election, 21.

Date of last meeting of stockholders for election of directors, August 4, 1891.

Post Office address of general office, Rockland, Maine.

Post Office address of operating office, Portland, Maine.

OFFICERS.

Title.	Name.	Location of Office.
President.....	EUGENE HALE.....	Ellsworth, Maine
Vice President....	G. W. KIMBALL.....	Rockland, Maine
Secretary...	L. A. EMERY.....	Ellsworth, Maine
Treasurer.....	G. W. KIMBALL.....	Rockland, Maine

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME OF RAILROAD THE INCOME OF WHICH FROM LEASE, OR FROM OTHER ASSIGNMENT FOR OPERATION, IS INCLUDED IN THE INCOME ACCOUNT.

Name.	TERMINALS.		By what company operated	Under what kind of contract operated.	Miles of line.
	From—	To—			
Eastern Maine R'y,	Bucksport.	Bangor,	Maine Central Railroad Co..	Lease...	18.80

Property leased to the Maine Central Railroad Company for the term of 999 years, from May 1, 1883. Consideration of lease \$3,000 per year; also all taxes, and five hundred dollars each year for maintaining its organization. Lessees to operate the road.

CAPITAL STOCK.

Description.	No. of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common	2,000	\$100	\$200,000	\$200,000	$\frac{1}{2}$ per ct..	\$9,000

Amount of bonds overdue, and unpaid coupons surrendered and retired, in exchange for present stock, \$551,690.00.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$183 99	Rentals due July 1	\$ 57 00
		Miscellaneous	126 99
Total	\$183 99	Total	\$183 99

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	AM'T PER MI. OF ROAD.	
		Miles.	Amount.
Capital stock	\$200,000 00	18.80	\$10,638 30

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Purchase of constructed road.....	\$551,690 00
Cost per mile.....	29,345 21
Improvements made by the Maine Central Railroad Company under terms of lease.	

INCOME ACCOUNT.

Income from lease of road.....	\$9,500 00
Deduction from income—salaries and maintenance of organization.....	500 00
Net income	\$9,000 00
Dividends, 4½ per cent, common stock.....	9,000 00

COMPARATIVE BALANCE SHEET.

ASSETS.	
Cost of road.....	\$200,000 00
Profit and loss.....	183 99
Total.....	\$200,183 99
LIABILITIES.	
Capital stock	\$200,000 00
Current liabilities.....	57 00
Profit and loss.....	126 99
Total	\$200,183 99

Report of the European and North American Railway for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? European and North American Railway.

Date of organization? October, 1880.

Organized under the laws of the State of Maine.

Reorganized under the general laws, as the European and North American Railway Company.

This road is operated by the Maine Central Railroad Company.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
CHARLES P. STETSON	Bangor, Me.	November, 1891.
NATHAN C. AYER	"	" "
FRANKLIN A. WILSON	"	" "
EDWARD H. BLAKE	"	" "
CHARLES M. STEWART	"	" "
SPRAGUE ADAMS	"	" "
A. D. MANSON	"	" "
W. H. STRICKLAND	"	" "
CHARLES F. BRAGG	"	" "

OFFICERS.

Title	Name.	Location of Office.
Chairman of the Board	CHARLES P. STETSON	Bangor, Me.
President	CHARLES P. STETSON	"
Clerk	A. T. THOMPSON	"
General Counsel	CHARLES P. STETSON	"

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME OF RAILROAD THE INCOME OF WHICH FROM LEASE, OR FROM OTHER ASSIGNMENT FOR OPERATION, IS INCLUDED IN THE INCOME ACCOUNT.

Name.	TERMINALS.		By what company operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
European & North American R'y...	Bangor..	Vanceboro'	Maine Central Railroad Co..	Lease...	114.10

Leased to the Maine Central Railroad Company for 999 years, at a rental of \$125,000 per year.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common...	25,000	\$100 00	\$2,500,000 00	\$2,491,300 00	5 %	\$124,563 00

Issued during the year twenty-six shares of common stock in exchange for \$2,600 worth of bonds and coupons.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Rate %
\$1,000,000 00	\$1,000,000 00	\$100,000 00	6

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$1,704 58	Dividends not called for....	\$702 50
Total	\$1,704 58	Balance—cash assets	1,002 08
		Total	\$1,704 58

INCOME ACCOUNT.

Income from lease of road	\$125,500 00
Dividends on stocks owned	155 00
Total income.....	125,655 00
Deductions from income.....	597 50
Net income.....	\$125,057 50
Dividends, 5 per cent, common stock.....	124,565 00
Surplus from operations of year ending June 30, 1891.....	\$492 50
Surplus on June 30, 1890	702 05
Deficit on June 30, 1891	\$209 55

STOCKS OWNED.

Name.	Total Par Value.	Rate— %	Income or Dividend Received.	Valuation.
European and North American Railway..	\$3,100 00	5	\$155 00	\$3,290 00

COMPARATIVE BALANCE SHEET.

ASSETS.	Total.
Cost of road	\$3,255,570 23
Cost of equipment.....	330,678 77
Stocks of other companies owned	3,290 00
Cash and current assets.....	1,002 08
Grand total.....	\$3,590,541 08
LIABILITIES.	
Capital stock.....	\$2,491,000 00
Funded debt	1,000,000 00
Profit and loss.....	99,241 08
Grand total	\$3,590,541 08

Report of the Fryeburg Horse Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Fryeburg Horse Railroad Company.
Date of organisation, 1887.
Organised under the laws of the State of Maine.

ORGANIZATION.

Name of Directors.	Post office Address.	Date of Expiration of Term.
FREEMAN HATCH	Cornish, Me.	June, 1891.
C. W. PIKE	East Fryeburg, Me.	"
J. E. EMERSON	Fryeburg, Me.	"
SETH W. FIFE	" "	"
A. F. RICHARDSON	Castine, Me.	"

Total number of stockholders at date of last election, 25.

Date of last meeting of stockholders for election of directors, June, 1890.

Post office address of general office, Fryeburg, Me.

Post office address of operating office, Fryeburg, Me.

OFFICERS.

Title.	Name.	Location of Office.
President	FREEMAN HATCH	Cornish, Me.
Secretary	S. W. FIFE	Fryeburg, Me.
Treasurer	JOHN LOCKE	"
Superintendent	S. W. FIFE	"

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Fryeburg Horse Railroad	M. C. R. R. Station ..	Martha's Grove	3

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total amount issued and outstanding.
Common	800	\$25 00	203

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment to railroads.	Miles.
Capital stock	\$5,075 00	\$5,075 00	3

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT, THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of road.	Capital stock.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Fryeburg Horse Railroad	\$5,075 00	\$944 47	\$6,029 47	3	\$2,009 62

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total cost to June 30, 1891.	Cost per mile.
Total construction	\$6,574 11	\$2,191 37
Equipment:		
Passenger cars and horses	846 51	282 17
Grand total cost construction, equipment, etc.....	\$7,420 61	\$2,473 54

INCOME ACCOUNT.

Gross earnings from operation	\$572 88	
Less operating expenses	342 70	
Income from operation		\$230 18
Total income		230 18
Surplus from operations of year ending June 30, 1891		230 18

EARNINGS FROM OPERATION.

Item.	Total receipts.
Passenger:	
Passenger revenue.....	\$572 88
Total passenger revenue	\$572 88

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Passenger revenue	\$572 88	\$342 70	\$230 18

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
General expenses	\$342 18	-	\$342 18

COMPARATIVE GENERAL BALANCE SHEET.

Assets, June 30, 1891.		Liabilities, June 30, 1891.	
Cost of road.....	\$6,674 11	Capital stock.....	\$5,075 00
Cost of equipment.....	846 51	Current liabilities.....	954 47
Cash and current assets.....	6 35	Profit and loss.....	1,397 50
Grand total.....	\$7,426 97	Grand total.....	\$7,426 97

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
*Conductor and driver	1	78	\$25 00	96c.

* This road is only operated during the pleasure season.

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills
Passenger traffic:				
Number of passengers carried earning revenue,	6,950			
Total passenger revenue	-	\$572	88	

DESCRIPTION OF EQUIPMENT.

Passenger cars.....	6
Miles of track	3
Rails, steel.	

Report of the Franklin and Megantic Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Franklin and Megantic Railroad Company.

Date of organization? July 1, 1884.

Organized under the general laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post-office Address.	Date of expiration of Term.
V. B. MEAD	35 No. Market St., Boston, Mass.	November 11, 1891.
S. W. SARGENT	" " "	" "
N. B. BRYANT	" " "	" "
PHILIP H. STUBBS	Strong, Me.	" "
W. S. HEATH	Salem, Mass.	" "
JOHN WINTER	Kingfield, Me.	" "
O. TUFFS	" "	" "

Total number of stockholders at date of last election, 128.

Date of last meeting of stockholders for election of directors, November 12, 1890.

Post office address of general office, Strong, Me.

Post office address of operating office, Strong, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	VARNUM B. MEAD, 35 North Market St., Boston, Mass.	
President	VARNUM B. MEAD, " " "	
Secretary	PHILIP H. STUBBS, Strong, Me.	
Treasurer	PHILIP H. STUBBS, "	
General Solicitor	PHILIP H. STUBBS, "	
Attorney, or General Counsel ..	PHILIP H. STUBBS, "	
Auditor	FRED S. MEAD 35 North Market St., Boston, Mass.	
Assistant Auditor	C. P. BRYANT Kingfield, Me.	
Superintendent	FRED S. MEAD ... Boston, Mass.	
General Freight Agent	PHILIP H. STUBBS, Strong, Me.	
General Passenger Agent	PHILIP H. STUBBS, "	
General Ticket Agent	PHILIP H. STUBBS, "	

PROPERTY OPERATED.

Name	TERMINALS.		Miles of line for each road named.
	From—	To—	
Franklin and Megantic Railroad.	Strong	Kingfield.	15.00
Mount Abram Branch	Mt. Abram Junction,	Mt. Abram	1.70
			16.70

CAPITAL STOCK.

Description.	No of shares authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common	1,000	\$50 00	\$50,000 00	\$36,225 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate %	INTEREST.	
	Date of issue.	When due.						When payable	Am't ac'ru'd during year.
1st mort. bonds,	1884, Sept. 15,	1904, Sept. 15,	\$50,000	\$50,000	\$50,000	\$45,000 00	6	Mar. & Sept. 15	\$3,000
2d mort. bonds,	1885, Nov. 15,	1895, Nov. 15,	30,000	3,000	3,000	1,487 67	6	May & Nov.	180
Grand total,	-	-	\$80,000	\$53,000	\$53,000	\$46,487 67	-	-	\$3,180

EQUIPMENT TRUST OBLIGATIONS—GENERAL STATEMENT.

Series or Other Designation.	Date of Issue.	Equipment Covered.
Equipment note A,	December 13, 1886,	No. 2 locomotive, express and baggage car, seven flat cars, three box and four log cars.
Equipment note B,	January 6, 1891...	One combination car.
Equipment note C,	July 7, 1890 ..	Five flat cars.
Equipment note D,	July 7, 1890	Five flat cars.

STATEMENT OF AMOUNT.

Series or Other Designation.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.			
	Original amount.	Amount outstanding	Am't outstanding.	Amount accrued during yr.	Amount paid during yr.	Rate %
Equipment fund note A,	\$15,000 00	\$13,500 00	\$779 62	\$742 50	-	5½
Equipment fund note B,	1,750 00	1,750 00	-	105 00	\$105 00	6
Equipment fund note C,	1,317 02	1,317 02	77 70	77 70	-	-
Equipment fund note D,	1,317 02	1,317 02	77 70	77 70	-	-
Total	\$19,384 04	\$17,884 04	\$935 02	\$1,002 90	\$105 00	-

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds	\$53,000 00	\$53,000 00	\$3,180 00	
Miscellaneous obligations	19,384 04	17,884 04	1,002 90	\$105 00
Total	\$72,384 04	\$70,884 04	\$4,182 90	\$105 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$432 81	Notes payable	\$9,181 41
Bills receivable	935 00	Audited vouchers and accounts	9,225 01
Due from agents	121 01	Wages and salaries	866 41
Net traffic balances due from other companies	149 67	Matured interest coupons unpaid (including coupons due July 1.	21,283 01
Balance—current liabilities	\$8,919 43	Total	\$40,555 91
Total	\$40,555 92		

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding	APPORTIONMENT.		AM'T PER MILE OF ROAD.	
		To Railroads.	To other Properties.	Miles.	Amount.
Capital stock	\$36,225 00	\$36,225 00		16.7	\$2,195 4
Bonds	53,000 00	53,000 00	\$53,000 00		
Equipment					
trust obligations ...	17,884 04	-	17,884 04		
Total ...	\$107,109 04	\$89,225 00	\$70,384 04	16.7	\$2,195 4

For MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE. OF ROAD.	
					Miles.	Amount.
Franklin & Megantic Railroad.	\$36,225 00	\$53,000 00	\$38,917 43	128,142 43	16.7	\$7,766 20

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.			Total Cost to June 30, 1890.	Total Cost to June 30, 1891.	Cost per Mile.
Total construction	-	-		\$99,843 70	\$6,049 80
Total equipment.	-	-		19,731 73	1,195 86
Grand total cost construction, equipment, etc...	-	-		\$119,553 58	\$7,245 66

INCOME ACCOUNT.

Gross earnings from operation	\$10,923 90	
Less operating expenses	10,101 84	
Income from operation	\$822 06	
Total income		\$822 06
Deductions from income:		
Interest on funded debt accrued	\$3,180 08	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	1,002 90	
Total deductions from income		4,182 90
Deficit		\$3,360 84
Deficit from operations for year ending June 30, 1891 .		\$3,360 84

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of re- payments, etc	Actual earnings.
Total passenger earnings			\$2,702 80
Mail			648 92
Express			389 70
Total passenger earnings	-	-	\$3,741 42
Freight:			
Freight revenue	\$15,369 57		
Less repayments		\$9,525 27	
Total freight revenue	-	-	5,844 30
Total passenger and freight earnings,			\$9,585 72
Other sources			1,339 18
Total gross earnings from operation..	-	-	\$10,923 90

• STOCKS OWNED.

Name.	Total par value.	Rate.	Income or dividend received.	Valuation.
Franklin and Megantic Railroad,	\$700 00			

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	-	-	\$2,511 78
Renewals of rails	-	-	400 00
Total	-	-	\$2,911 78
Maintenance of equipment:			
Repairs and renewals of locomotives...	-	-	\$369 89
Repairs and renewals of freight cars...	-	-	322 07
Total	-	-	\$691 96
Conducting transportation:			
Wages of enginemen, firemen, and round-housemen	-	-	\$2,890 31
Water-supply for locomotives	-	-	998 17
Wages of other trainmen	-	-	186 10
Wages of station agents, clerks, and laborers	-	-	739 59
Loss and damage	-	-	14 65
Total	-	-	\$4,828 82
General expenses:			
Salaries of officers	-	-	\$682 50
Insurance	-	-	39 00
Stationery and printing	-	-	157 42
Other general expenses	-	-	790 36
Total	-	-	\$1,669 28
Recapitulation of expenses:			
Maintenance of way and structures....	-	-	\$2,911 78
Maintenance of equipment	-	-	691 96
Conducting transportation	-	-	4,828 82
General expenses	-	-	1,669 28
Grand total	-	-	\$10,101 84

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
		Increase.	Decrease.
Cost of road	\$99,821 85	\$ 578 15	
Cost of equipment	19,731 73	2,749 64	
Other permanent investments	700 00		
Cash and current assets	1,638 49	-	\$541 75
Other assets, materials and supplies,	1,835 00	-	71 50
Profit and loss	22,937 89		
Grand total	\$146,664 96	\$3,327 79	\$613 24
LIABILITIES.			
Capital stock	\$36,225 00		
Funded debt	53,000 00		
Miscellaneous obligations	17,884 04		
Current liabilities	40,555 92	\$2,350 56	
Grand total	\$146,664 96	\$2,350 50	

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage	Strong	Kingfield....	15	\$3,333 00
Second mortgage .....	.....	.....	.....	200 00

Equipment mortgaged: All except previously mentioned

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	1	313	\$600 00	
Station agents	2	626	660 00	\$1 05
Enginemen	1	313	547 75	1 75
Firemen	1	313	359 95	1 15
Conductors	1	313	472 50	1 50
Mechanists	1	313	547 75	1 75
Section foremen	3	936	1,267 65	1 35
Other trackmen	3	936	1,032 90	1 10
Watchmen	1	365	419 75	1 15
Total, including general officers	14	-	\$5,908 25	
Less general officers	1	-	600 00	
Total, excluding general officers	13	-	\$5,308 25	
Distribution of above:				
General administration	1	313	\$ 600 00	
Maintenance of way and structures	6	1,872	2,300 55	
Maintenance of equipment	2	678	967 50	
Conducting transportation	5	1,565	2,040 20	
Total, including general officers	14	4,428	\$5,908 25	
Less general officers	1	313	600 00	
Total, excluding general officers	13	4,115	\$5,308 25	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills
Passenger traffic:				
Number of passengers carried earning revenue.	7,117			
Number of passengers carried one mile	80,700			
Average distance carried	10			
Total passenger revenue	-	\$2,702	80	
Freight traffic:				
Number of tons carried of freight earning revenue	7,490			
Total freight revenue	-	5,844	30	
Passenger and freight:				
Passenger and freight revenue	-	9,585	72	
Gross earnings from operation	-	10,923	90	

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		Number.	Kind.	Number.	Kind.
Locomotives:					
Passenger	2	2	Eames' Vacuum	2	Miller.
Freight					
Cars in passenger service:					
Combination passenger cars	1	1	-	1	Miller.
Baggage, express and postal cars ...	1	1	-	1	Miller.
Cars in freight service:					
Box cars	7				
Flat cars	21				
Other cars	10				
Total owned	38				

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main Line.	Branches and spurs.			Iron.	Steel.
Miles of single track	15.	1.7	-	1.67	1.7	15.
Miles of yard track and sidings..	.4	.1	-	-	.1	.4
Total mileage operated	15.4	1.8	-	1.67	1.8	15.4

MILEAGE OF LINE BY STATES.

MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage excluding trackage rights.	RAILS.	
	Main Line.	Branches and spurs.			Iron.	Steel.
Maine	15.4	1.8	-	17.2	1.8	15.4

New cedar ties laid during year, 2,500; average price at distributing point 10 cents.
New ash ties laid during year, 1,500: average price at distributing point 10 cents.

Consumption of fuel by locomotives, 600 cords hard wood; miles run, 27,900; average price at distributing point \$2.50; average pounds consumed per mile 28.

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.				PASSENGERS.	OTHERS.			
	Trainmen.		Total.		Injured.	Trespassing.		Total.	
	Killed	Inj'd.	Killed.	Inj'd.		Killed.	Inj'd.	Killed.	Inj'd.
Collisions.....									
At stations.....									
Other causes.....	-	-	1						
Total.....	-	-	1						

Moses M. Lander, shoveler, fell from car, run over and killed. Attributed to his own carelessness.

BRIDGES, TRESTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length —feet.	Minimum length —feet.	Maximum length —feet.	Item.	Number.	Height of lowest above surface of rail—feet.
Trestles.....	10	1,427	36	326	Overhead highway crossings: Trestles.....	2	17

Gauge of track, 2 feet. 16.7 miles.

TELEGRAPH OWNED BY ANOTHER COMPANY, BUT LOCATED ON
PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Name of owner.	Name of operating company.
54	North Franklin Telephone and Tele- graph Company	North Franklin Telephone and Tele- graph Company

Report of the Grand Trunk Railway Company for the
Year Ending June 30, 1891.

[Atlantic and St. Lawrence Railroad Company.]

HISTORY.

Name of common carrier making this report? Grank Trunk Railway Company.
Date of organization? The Atlantic and St. Lawrence Railway was organized
September 25, 1845.
The Atlantic and St. Lawrence was chartered by the State of Maine Feb. 10, 1845;
by the State of New Hampshire, June 30, 1847; by the State of Vermont, October
27, 1848.
What carrier operates the road of this company? Grand Trunk Railway Company
of Canada.

ORGANIZATION.

Names of Directors.	Post office Address.
SIR JOSEPH HICKSON	Montreal, Canada.
PHILIP H. BROWN	Portland, Me.
SIR ALEXANDER I. GALT.....	Montreal, Canada.
HARRISON J. LIBBY	Portland, Me.
FRANKLIN S. BARRETT.....	"
FRANCIS K. SWAN.....	"
GEORGE P. WESCOTT.....	"
WILLIAM L. PUTNAM	"
W. W. DUFFETT	"

Total number of stockholders at date of last election, 1,420.
Date of last meeting of stockholders for election of directors, August 6, 1889.
Post office address of general office, Portland, Me.
Post office address of operating office, Montreal, Canada.

OFFICERS.

Title.	Name.	Location of Office.
President	SIR JOSEPH HICKSON	Montreal, Canada.
Vice President	PHILIP H. BROWN.....	Portland, Me.
Secretary	FRANKLIN R. BARRETT	"
Treasurer	W. W. DUFFETT	"
General Solicitor	A. A. STROUT.....	"
General Manager.....	L. A. SEARGEANT	Montreal, Canada.

GRAND TRUNK RAILWAY.

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PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Atlantic & St. Lawrence R. R.....	Portland, Me.	Island Pond, Vt.....	149.58
		Extension to boundary line.....	17.
		Norway Branch.....	1.36
Total.....			167.94

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	TERMINALS.		By what company operated	Under what kind of contract operated.	Miles of line.
	From—	To—			
Atlantic & St. Lawrence R. R.,	Portland, Maine,	Island P'd, Vt.,	Grand Trunk Railway Co* ..	Leased 999 yrs. from Aug. 5, 1853.	149.58

* The Atlantic and St. Lawrence Railroad was leased to the Grand Trunk Railway Company of Canada for 999 years from Aug. 5, 1853; the lessee assuming all obligations and guaranteeing six per cent interest per annum on the capital stock. Authority, Act of Legislature of Maine, approved March 29, 1853; New Hampshire, July 12, 1856.

CAPITAL STOCK.

Description	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
U.S. Car'ney (common). Sterling	-	\$100 £100	\$5,484,000	\$5,484,000	6 %	\$329,040

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.
	Date of issue.	When due.			
Company's first mortgage bonds.....	Oct. 1, 1864	5 20	\$1,500,000	\$1,499,916	Whole amount
Company's second mortgage bonds.....	May 1, 1871	5 20	713,000	712,932	" "
Company's third mortgage bonds.....	July, 1889	20	787,000	786,984	" "
Balance on exchange for bonds.....	.....	.....	-	163	" "
Grand total.....	.....	.....	\$3,000,000	\$3,000,000	\$3,000,00

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Am't issued.	Am't outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds	\$3,000,000 00	\$3,000,000 00		

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock....	\$5,484,000 00	-	149.58	
Bonds	3,000,000 00	-		
Total.....	\$8,484,000 00	-	149.58	\$56,7

INCOME ACCOUNT.

Gross earnings from operation*.....	\$1,141,618 91	
Less operating expenses.....	877,392 07	
Income from operation.....	\$264,226 84	
Total income		\$264,226 84
Deductions from income:		
Interest on funded debt accrued, and capital stock.....	\$535,320 00	
Taxes.....	20,568 51	
Total deductions from income.....		555,888 51
Deficit, paid by lessees.....		\$291,661 67

* The lessees receive all income and pay all expenses.

EARNINGS FROM OPERATION.

PORTLAND TO BOUNDARY LINE.

Item.	Total receipts.	Actual earnings.
Total passenger revenue	-	\$297,622 43
Mail.....	-	22,364 22
Express, extra baggage and storage.....	-	22,125 29
Other items.....	-	2,161 06
Total passenger earnings	-	\$344,273 00
Total freight earnings	-	797,345 91
Total passenger and freight earnings.....	-	\$1,141,618 91
Total gross earnings from operation—entire line..	-	\$1,141,618 91

OPERATING EXPENSES.

Item.	Total.
Maintenance of way and structures	\$192,047 04
Maintenance of equipment	162,901 10
Conducting transportation	479,991 18
Other expenses	42,452 74
Total	\$877,392 07
Recapitulation of expenses:	
Maintenance of way and structures	\$192,047 04
Maintenance of equipment	162,901 10
Conducting transportation	479,991 18
General expenses	42,452 74
Grand total	\$877,392 07
Percentage of expenses to earnings—entire line	76.80

COMPARATIVE GENERAL BALANCE SHEET.

LIABILITIES JUNE 30, 1891	Total.
Capital stock	\$5,484,000 0
Funded debt	3,000,000 0
Grand total	\$8,484,000 0

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Mortgage	Portland	Island Pond, Vt	149.58	\$20.00

All equipment mortgaged.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for ton- nage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue,	365,553			
Number of passengers carried one mile	11,500,086			
Average distance carried	31.46			
Total passenger revenue	-	297,622	43	
Average amount received from each passenger,	-		81	42
Average receipts per passenger per mile	-		2	59
Estimated cost of carrying each passenger one mile	-			2 68
Total passenger earnings	-	344,273		
Passenger earnings per mile of road	-	2,053	74	
Passenger earnings per train-mile	-		25	90
FREIGHT TRAFFIC:				
Number of tons carried of freight earning re- venue	897,999			
Number of tons carried one mile	100,797,184			
Average distance haul of one ton	112.25			
Total freight revenue	-	797,345	91	
Average amount rec'd for each ton of freight..	-		88	79
Average receipts per ton per mile	-			79
Estimated cost of carrying one ton one mile....	-			56
Total freight earnings	-	797,345	91	
Freight earnings per train-mile	-		60	37
PASSENGER AND FREIGHT:				
Passenger and freight revenue	-	1,094,968	34	
Passenger and freight earnings	-	1,141,618	91	
Gross earnings from operation	-	1,141,618	91	
Expenses	-	877,392	07	
TRAIN MILEAGE:				
Miles run by passenger trains	334,528			
Miles run by freight trains	512,490			
Miles run by mixed trains	139,496			
Total mileage trains earning revenue	986,514			
Miles run by construction and other trains....	334,166			
Grand total train mileage	1,320,680			
Average number of freight cars in train	20			
Average number of loaded cars in train	20			
Average number of tons of freight in train ...	240			
Average number of tons of freight in each loaded car	12			

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

In State of Maine.....	82.60
" New Hampshire.....	52.06
" Vermont	14.98
Extension to boundary line	15.58
Total mileage owned (single track).....	165.22
Rails, steel.	

ACCIDENTS TO PERSONS—STATE OF MAINE.

Kind of accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling.....	-	4	1	-	-	-	1	4
Falling from trains and engines,	-	1	-	-	-	-	-	1
Other train accidents.....	-	-	-	-	-	1	-	1
Total.	-	5	1	-	-	1	1	6
	Others.							
	Passengers.		Trespassing.		Not trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other causes.....	-	-	1	1	-	-	1	1
Total.....	-	-	1	1	-	-	1	1

October 14, 1890. F. Hayes, trespasser, injured while getting on train.

February 5, 1891. M. C. Miller, trespasser, killed while crossing track.

July 8, 1890. H. W. Booker, fireman, struck by engine and injured.

BRIDGES, TRETTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Height of lowest above surface of rail.
		Feet.	Feet.	Ft. In.	Ft. In.
Bridges:					
Iron.....	31	2,546	21	155.11	
Wooden (swing).....	1	-	-	44.	
Total.....	22				
Trestles (pile).....	1	1,513			
Overhead highway cross- ings:					
Bridges.....	6	-	-	-	15.6

Gauge of track, 4 feet, 8½ inches. 149.58 miles.

TELEGRAPHS OWNED BY ANOTHER COMPANY, BUT LOCATED ON
PROPERTY OF ROAD MAKING THIS REPORT.

149.58 miles of line of the Great Northwestern Telegraph Company, operated by
the Grand Trunk Railway Company of Canada.

Report of the Kennebec Central Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Kennebec Central Railroad Company.

Date of organization? October 3, 1889.

Organized under laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
H. W. JEWETT.....	Farmingdale, Maine.....	November, 1891.
A. C. STILPHEN.....	" "	"
DAVID DENNIS.....	Gardiner, Maine.....	"
J. B. MAXCY.....	" "	"
WESTON LEWIS.....	" "	"
J. B. DINGLEY.....	" "	"
E. D. HALEY.....	" "	"
S. N. MAXCY.....	" "	"
FRANKLIN STEVENS.....	Randolph, "	"

Total number of stockholders at date of last election, 68.

Date of last meeting of stockholders for election of directors, November, 1890.

Post Office address of general office and of operating office, Gardiner, Maine.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	WESTON LEWIS.....	Gardiner, Maine.
President.....	WESTON LEWIS.....	"
Secretary.....	H. S. WEBSTER	"
Treasurer.....	P. H. WINSLOW.....	"
Auditor.....	A. C. STILPHEN.....	"
General Manager.	WESTON LEWIS.....	"
Chief Engineer.....	FREDERIC DANFORTH.....	"
General Superintendent.....	F. A. LAUGHTON.....	"
General Freight Agent...	P. H. WINSLOW.....	"
General Passenger Agent.....	P. H. WINSLOW.....	"

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Kennebec Central R. R.	Randolph.....	Fogus.....	5

CAPITAL STOCK.

Description.	No of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Common.....	500	\$100	\$50,000	\$24,000
Five per cent on balance not issued	-	-	-	1,275
Total.....	500	\$100	\$50,000	\$25,275

MANNER OF PAYMENT FOR CAPITAL STOCK.	Total number of shares issued.	Total cash realized.
Issued for cash: common	240	\$24,000

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Bills payable.	INTEREST.			
	Date of issue.	When due.				Rate.	When payable.	Am't acor'd during yr.	Am't paid during yr.
1st mort....	Nov. 15, 1890.	Nov. 15, 1910.	\$40,000	\$40,000	\$47,000	5%	May & Nov	\$2,318 23	\$2,318 23

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Am't outstanding.	INTEREST.	
			Amount accrued during year.	Am't paid during year.
Miscellaneous obligations.. ...	\$47,000 00	\$47,000 00	\$2,318 23	\$2,318 23

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAY'T OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$1,594 16	Audited vouchers and accounts	\$4,952 89
Net traffic balances due from other companies ...	247 55		
Due from solvent companies and individuals	175 76		
Balance—current liabilities	1,935 42		
Total.....	\$4,952 89		\$4,952 89

Materials and supplies on hand, \$472.74.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock	\$25,275 00	\$25,275 00	5	\$5,000 00

Stock not all issued.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, not included in operating expenses, charged to construction or equipm't.	Total cost to June 30, 1890.	Total cost to June 30, 1891.
Construction:			
Right of way	\$ 520 00	\$3,844 49	\$4,364 49
Other real estate	2,200 00	-	2,200 00
Fences	275 48	-	275 48
Grading and bridge and culvert masonry	2,214 41	13,507 51	15,721 92
Bridges and trestles	328 32	-	328 32
Rails	486 32	9,754 73	10,241 05
Other superstructure	1,632 5-	9,820 48	11,453 06
Buildings, furniture and fixtures	5,653 51	-	5,653 51
Engineering miscellaneous expenses	419 62	4,140 75	4,560 37
Terminal facilities	-	3,250 00	3,250 00
Total construction	\$13,730 24	\$44,317 96	\$58,048 20
Equipment:			
Locomotives	\$4,454 85	\$3,770 00	\$8,224 85
Passenger cars	2,711 08	5,111 79	7,822 87
Freight cars	9 15	2,164 26	2,173 41
Total equipment	\$7,175 08	\$11,046 05	\$18,321 13
Grand total cost construction, equipment, etc.	\$20,905 32	\$55,364 01	\$76,269 33

Total cost per mile, \$15,253.86.

INCOME ACCOUNT.

Gross earnings from operation	\$13,242 28	
Less operating expenses	8,392 40	
Income from operation		\$4,849 88
Deductions from income:		
Interest on funded debt accrued	\$2,318 23	
Total deductions from income		2,318 23
Net income		\$2,531 65
Surplus from operation of year ending June 30, 1891		\$2,531 65
Surplus on June 30, 1891		2,531 65

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, &c.	Actual earnings.
Passenger:			
Passenger revenue	\$6,072 57		
Total deductions	-	\$58 95	
Total passenger revenue	-	-	\$6,013 62
Mail	-	-	203 02
Express	-	-	199 22
Total passenger earnings	-	-	6,415 86
Freight:			
Freight revenue	8,861 14		
Total deductions	-	2,137 64	
Total freight earnings	-	-	6,723 80
Total pass'ng'r & freight e'rn'gs,	-	-	13,136 66
Other earnings from operation.	-	-	102 62
Total gross earnings from operation,	-	-	\$13,242 28

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of Way and Structures:			
Repairs of roadway	\$607 67	\$607 67	\$1,215 34
Other expenses	48 08	48 09	96 17
Total	655 75	655 76	1,311 51
Maintenance of Equipment:			
Repairs and renewals of locomotives	34 01	34 01	68 02
Repairs and renewals of passenger cars	60 70	-	60 70
Repairs and renewals of freight cars	-	94 09	94 09
Total	94 71	128 10	222 81
Conducting Transportation:			
Wages of engineers, firemen and round-housemen	744 02	744 02	1,488 04
Fuel for locomotives	401 32	401 32	802 64
Water-supply for locomotives	62 00	63 00	125 00
All other supplies for locomotives	41 70	41 71	83 41
Wages of other trainmen	745 83	745 83	1,491 66
Wages of switchmen, flagmen and watchmen	219 25	219 25	438 50
Wages of station agents, clerks and laborers	530 38	530 37	1,060 75
Station supplies	68 25	68 25	136 50
Other expenses	79 63	79 62	159 25
Total	\$2,892 38	\$2,893 37	\$5,785 75

OPERATING EXPENSES—*Concluded.*

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
General expenses:			
Salaries of officers.....	\$187 50	\$187 50	\$375 00
General office expenses and supplies....	15 63	15 62	31 25
Advertising	154 00	—	154 00
Insurance	60 00	60 00	120 00
Other general expenses	198 04	198 04	392 08
Total	\$613 17	\$459 16	\$1,072 33
Recapitulation of expenses:			
Maintenance of way and structures	\$655 75	\$655 76	\$1,311 51
Maintenance of equipment	94 71	128 10	222 81
Conducting transportation	2,892 38	2,893 37	5,785 75
General expenses.....	613 17	459 16	1,072 33
Grand total.....	\$4,256 01	\$4,136 39	\$8,392 40
Percentage of expenses to earnings.....	—	—	63.44

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE 30, 1891.	YEARENDING JUNE 30, 1891	
	Total.	Increase.	Decrease.
Cost of road	\$58,048 20		
Cost of equipment	18,221 13		
Cash and current assets.....	3,017 47		
Materials and supplies.....	472 74		
Grand total	\$79,759 54		
LIABILITIES.			
Capital stock	\$25,275 00		
Funded debt	47,000 00		
Current liabilities	4,953 89		
Profit and loss	2,531 65		
Grand total	\$79,759 54		

Forty bonds of \$1,000 each were issued November 15, 1890, payable in twenty years, optional after one year, interest at 5 per cent, payable in May and November. Secured by first mortgage on entire property of the company. The bonds have not yet been sold, but used as collateral for "bills payable."

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.*	Average daily compensation.
General officers.....	1		\$ 375 00	
Station agents.....	2	609	1,060 75	\$1 75
Enginemen	1	337	833 74	2 50
Firemen	1	460	654 30	1 50
Conductors.....	1	286	916 67	3 19
Other trainmen.....	1	340	574 99	1 70
Section foremen	1	208	407 74	1 95
Other trackmen	3	548	692 68	1 26
Switchmen, flagmen, and watchmen	1	351	438 50	1 25
Total, including general officers.....	12	3,139	\$5,954 37	
Less general officers	1	286	375 00	
Total, excluding general officers	11	2,853	\$5,579 37	
Distribution of above:				
General administration.....	-	-	\$ 375 00	
Maintenance of way and structures.....	-	-	1,000 42	
Conducting transportation.....	-	-	4,478 95	
Total, including general officers.....	-	-	\$5,954 37	
Less general officers.....	-	-	375 00	
Total, excluding general officers	-	-	\$5,579 37	

* Road opened for business July 23, 1890.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, num- ber cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue,	33,708			
Number of passengers carried one mile	164,834			
Average distance carried	4.85			
Total passenger revenue	-	\$6,013	62	
Average amount received from each passenger,	-		17	8
Average receipts per passenger per mile	-		03	6
Estimated cost of carrying each passenger one mile	-		02	51
Total passenger earnings.....	-	6,415	86	
Passenger earnings per mile of road	-	1,283	17	
Passenger earnings per train-mile.....	-		69	
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	4,800			
Number of tons carried one mile	24,000			
Average distance haul of one ton.....	5	6,723	80	
Total freight revenue	-		1	50
Average amount received for each ton of freight	-		30	
Average receipts per ton per mile	-		17	2
Estimated cost of carrying one ton one mile...	-	6,723	80	
Total freight earnings	-	1,344	76	
Freight earnings per mile of road	-		2	29
PASSENGER AND FREIGHT:				
Passenger and freight revenue	-	12,737	42	
Passenger and freight revenue per mile of road,	-	2,547	48	
Passenger and freight earnings	-	13,139	66	
Passenger and freight earnings per mile of road,	-	2,627	93	
Gross earnings from operation.....	-	13,242	28	
Gross earnings from operation per mile of road,	-	2,649	45	
Expenses	-	8,392	40	
Expenses per mile of road	-	1,678	48	
TRAIN MILEAGE:				
Miles run by passenger trains	9,290			
Miles run by freight trains.....	2,940			
Total mileage trains earning revenue.	12,230			
Miles run by switching trains.....	3,287			
Miles run by construction and other trains ...	1,800			
Grand total train mileage	17,317			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Total passenger locomotives .	1	2	2	Eames.		
Cars in Passenger Service:						
First-class passenger cars	-	1	1	Eames.		
Observation passenger cars ...	2	2	2	Eames.		
Combination passenger cars .	-	1	1	Eames.		
Total	2	4	4	Eames.		
Cars in Freight Service:						
Box cars	-	2	2	Eames.		
Flat cars	-	6	6	Eames.		
Total	-	8	8	Eames.		
Total cars owned			12	Eames.		

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock (Main Line).	Steel Rails.
Miles of single track	5.	5.
Miles of yard track and sidings .....	.50	.50
Total mileage operated and owned	5.50	5.50

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.	WOOD—CORDS.		Total fuel consumed— tons.	Miles run.	Average lbs. consumed per mile.
	Bituminous.	Hard.	Soft.			
Passenger.....	102	-	-	-	9,290	24.50
Freight.....	33	-	-	-	2,940	24.50
Switching.....	36	-	-	-	3,287	24.50
Construction... ..	19	-	-	-	1,800	24.50
Total.....	190	-	-	-	17,317	

Average cost of coal per ton at distributing point, \$4.11.

BRIDGES, TRETTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length. Ft. In.	Minimum length. Ft. In.	Maximum length Ft. In.
Trestles {	1	45		
	1	42		

Gauge of track, 2 feet. Five miles.

Report of the Kennebunk and Kennebunkport Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Kennebunk and Kennebunkport Railroad Company.

Date of organization, 1882.

This road is operated by the Boston and Maine Railroad Company.

ORGANIZATION.

Names of Directors.	Post office Address.	Date of Expiration of Term.
EDWARD P. BURNHAM	Saco, Me.	First Tuesday of August, 1891.
JAMES G. COUSENS	Kennebunkport, Me.	" "
MOSES C. MALING	Kennebunk, Me.	" "
HARTLEY LORD	"	" "
CHARLES E PERKINS	Kennebunkport, Me.	" "
JOSEPH A. TITCOMB	"	" "

Total number of stockholders at date of last election, 44.

Date of last meeting of stockholders for election of directors, August, 1890.

Post office address of general office, Kennebunk, Me.

Post office address of operating office, Boston, Mass.

OFFICERS.

Title.	Name.	Location of Office.
President	EDWARD P. BURNHAM	Saco, Me.
Secretary	EDWARD E. BOURNE	Kennebunk, Me.
Treasurer	MOSES C. MALING	"

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME OF RAILROAD THE INCOME OF WHICH FROM LEASE, OR FROM OTHER ASSIGNMENT FOR OPERATION, IS INCLUDED IN THE INCOME ACCOUNT.

Name.	TERMINALS.		By what company operated.	Under what kind of contract operated.	
	From—	To—			
Kennebunk & Kennebunkport Railroad	Kennebunk,	Kenneb'k-port Bridge.	Boston and Maine R. R. Co.	Lease...	1.

Leased for ninety-nine years from May 15, 1883, at four and one half per cent year, payable semi-annually.

CAPITAL STOCK.					DIVIDENDS DECLARED DURING YEAR.	
Description.	Number of shares authorized.	Par value of shares.	Total par value authorized	Total amount issued and outstanding.	Rate.	
					Amount.	
Common.....	650	\$100	\$65,000	\$65,000	4 1/2%	\$2,925

RECAPITULATION.
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.		Miles	
Bonds	\$65,000	\$65,000		4.50	\$14,444 44

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Total construction June 30, 1891.	\$65,000 00
Total cash per mile	14,444 44
INCOME ACCOUNT.	
Total income from lease of road	\$2,925 00

Report of the Knox and Lincoln Railway Company for Eleven Months Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Knox and Lincoln Railway.

Date of organization, 1889.

Organized under the laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post office Address.	Date of Expiration of Term.
ARTHUR SEWALL	Bath, Me.	December, 1891.
PAYSON TUCKER.....	Portland, Me	"
F. E. RICHARDS.....	"	"
J. E. RICKER	Deering, Me.....	"
H. B. CLAVES	Portland, Me.....	"
W. L. PUTNAM	"	"
ASA P. POTTER	Boston, Mass.....	"

Total number of stockholders at date of last election, 10.

Date of last meeting of stockholders for election of directors, December 25, 1890.

Post office address of general office, Bath, Me.

Post office address of operating office, Bath, Me.

OFFICERS.

Title.	Name.	Location of Office.
President	ARTHUR SEWALL	Bath, Me.
Secretary	DAVID W. SNOW	Portland, Me.
Treasurer	L. H. LOW	Bath, Me.
General Manager.....	PAYSON TUCKER.....	Portland, Me.
General Superintendent ..	W. L. WHITE	Bath, Me.
General Freight Agent...	W. S. EATON	Portland, Me.
General Passenger Agent.	F. E. BOOTHBY.....	"
General Ticket Agent....	F. E. BOOTHBY.....	"
General Baggage Agent...	H. H. TOWLE	"

PROPERTY OPERATED.

Name	TERMINALS.		Miles of line for each
	From—	To—	
Knox and Lincoln Railway	Bath	Rockland	47.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Common	2,000	\$100	\$200,000	\$200,000

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
Issued for cash, common	2,000	\$200,000	2,000	\$200,000

FUNDED DEBT.
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS

Class of bond or obligation.	Time.		Amount of authorized issue.	Amount issued	Amount outstanding.	Cash realized on amount issued.	Interest.		
	Date of issue	When due.					Rate.	When payable	Amount accrued during year.
First mortgage	Aug. 1, 1890.	Aug. 1, 1920.	\$1,300,000	\$1,300,000	\$1,300,000	*	4 %	Semi-annually	\$47,666 67
Second mortgage	Feb. 1, 1891.	Feb. 1, 1920.	• 400,000	46,000	46,000	\$46,000	5 %	Semi-annually	958 33
Grand total .....	.....	.....	\$1,700,000	\$1,346,000	\$1,346,000	\$46,000	-	-	\$48,625 00
									\$24,560 00
									-
									\$24,560 00

* \$1,300,000 first mortgage bonds were paid to the cities and towns interested as part of the price for the road.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds	\$1,346,000	\$1,346,000	\$48,423 87	\$24,560

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$12,269 47	Audited vouchers and accounts	\$6,809 78
Due from agents	2,071 39	Wages and salaries	6,312 07
Net traffic balances due from other companies	2,260 12	Net traffic balances due to other companies	7,528 79
Due from solvent companies and individuals	504 46	Matured interest coupons unpaid (including coupons due July 1)	1,440 00
Balance—current liabilities,	4,985 20		
Total	\$22,090 64	Total	\$22,090 64

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AM'T PER MILE OF ROAD.	
		To Railroads.	To other Properties.	Miles.	Amount.
Capital stock	\$ 200,000 00	-	-	47.75	\$ 4,188 29
Bonds	1,346,000 00	-	-	47.75	28,188 48
Total	\$1,546,000 00	-	-	47.75	\$32,376 75

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Current liabilities	Total.	AMOUNT PER MILE. OF ROAD.	
					Miles	Amount.
Knox and Lincoln Railway	\$200,000	\$1,346,000				

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, not included in operating expenses, charged to income account as permanent improvements.
Construction:	
Real estate	\$1,539 50
Fences	1,940 04
Grading and bridge and culvert masonry	135 91
Bridges and trestles	9,369 86
Rails	7,316 17
Ties	7,706 98
Buildings, furniture and fixtures	20,359 58
Wharfing, etc.	16,440 11
Other items	19,819 66
Total construction	\$84,627 80
Equipment:	
Locomotives	\$ 7,085 60
Freight cars	13,520 00
Other cars of all classes	594 50
Total equipment	\$21,200 11
Grand total cost construction, equipment, etc.	\$105,827 90

INCOME ACCOUNT.

Gross earnings from operation	\$172,119 12
Less operating expenses	82,950 17
Income from operation	\$89,168 95
Miscellaneous income—less expenses	735 68
Total income	\$89,904 63
Deductions from income:	
Interest on funded debt accrued	\$48,423 87
Permanent improvements	105,827 90
Total deductions from income	154,251 77
Deficit	\$64,347 14
Deficit from operations for year ending June 30, 1891	\$64,347 14

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Passenger revenue	\$101,694 18		
Less repayments:			
Tickets redeemed	-	\$5 44	
Excess fares refunded	-	247 11	
Total deductions	-	252 55	
Total passenger revenue		-	\$101,441 63
Mail	6,333 35		
Express	3,347 72		
Extra baggage and storage	1,135 49		
		-	10,816 56
Total passenger earnings	-	-	112,258 19
Freight revenue	59,189 40		
Total deductions	-	820 19	
Total freight revenue	-	-	58,369 21
Total passenger and freight earnings	-	-	170,627 40
Total other earnings (car mileage, bal.)	-	-	1,491 72
Total gross earnings from operation	-	-	\$172,119 12

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$13,377 10	\$4,459 03	\$17,836 13
Renewals of ties	58 81	19 64	78 55
Repairs of bridges and culverts	1,681 19	560 40	2,241 59
Repairs of fences, road crossings, signs and cattle guards	33 94	11 31	45 25
Repairs of buildings	915 72	305 24	1,220 96
Repairs of docks and wharves	73 91	24 63	98 54
Other expenses	734 72	244 91	979 63
Total	16,875 49	5,625 16	22,500 65
Maintenance of equipment:			
Repairs and renewals of locomotives	2,722 02	907 34	3,629 36
Repairs and renewals of passenger cars	1,840 12	613 37	2,453 49
Repairs and renewals of freight cars	2,875 86	958 62	3,834 48
Repairs and renewals of ferry boats, tugs, floats and barges	1,069 31	356 44	1,425 75
Shop machinery, tools, etc	63 62	21 21	84 83
Total	8,570 93	2,856 98	11,427 91
Conducting transportation:			
Wages of enginemen, firemen, and round-housemen	4 237 83	1,412 61	6,650 44
Fuel for locomotives	8,702 33	2,900 78	11,603 11
Water-supply for locomotives	71 11	23 70	94 81
All other supplies for locomotives	363 44	121 14	484 58
Wages of other trainmen	5,319 05	1,773 02	7,092 07
All other train supplies	110 63	36 88	147 51
Wages of switchmen, flagmen and watchmen	1,480 72	493 57	1,974 29
Expense of telegraph, including train- dispatchers and operators	279 37	93 13	372 50
Wages of station agents, clerks, and laborers	7,146 07	2,382 03	9,528 10
Station supplies	997 28	332 43	1,329 71
Loss and damage	116 52	38 84	155 36
Injuries to persons	83 63	27 87	111 50
Barges, floats, tugs, ferry-boats, ex- penses of, including wages, fuel and supplies	3,207 92	1,069 31	4,277 23
Other expenses	495 74	165 24	660 98
Total	\$32,611 64	\$10,870 55	\$43,482 19

OPERATING EXPENSES—*Concluded*

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
General expenses:			
Salaries of officers.....	\$2,685 87	\$895 29	\$3,581 16
Salaries of clerks	412 50	137 50	550 00
General office expenses and supplies . .	225 46	75 16	300 62
Advertising.....	317 48	105 83	423 31
Insurance.....	70 18	23 39	93 57
Legal expenses.....	2 37	78	3 15
Stationery and printing.....	85 39	28 46	113 85
Other general expenses.....	355 32	118 44	473 76
Total.....	4,154 57	1,384 85	5,539 42
Recapitulation of expenses:			
Maintenance of way and structures....	16,875 49	5,625 16	22,500 65
Maintenance of equipment.....	8,570 93	2,856 98	11,427 91
Conducting transportation.....	32,611 64	10,870 55	43,482 19
General expenses.....	4,154 57	1,384 85	5,539 42
Grand total.....	\$62,212 63	\$20,737 54	\$82,950 17

Percentage of expenses to earnings—entire line, 48.

COMPARATIVE GENERAL BALANCE SHEET.

Assets, June 30, 1891.		Liabilities, June 30, 1891.	
Cost of road.....	\$1,608,432 96	Capital stock.....	\$200,000 00
Cash and current assets....	17,105 44	Funded debt.....	1,346,000 00
Other assets:		Current liabilities..	22,090 64
Materials and supplies....	6,146 50	Accrued interest on funded	
Sundries.....	44 00	debt, not yet payable....	22,625 00
		Profit and loss.....	41,013 26
Grand total.....	\$1,631,728 90	Grand total.....	\$1,631,728 90

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles	
First mortgage.....	Bath	Rockland ...	47.75	\$28,188 48
Second mortgage	"	"		963 35

All equipment mortgaged. No income or securities mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	6	-	\$3,581 16	
General office clerks	1	-	550 00	\$1 92
Station agents	11	-	7,137 9c	1 78
Other station men	5	-	2,390 12	1 28
Enginemen	4	-	2,875 00	2 25
Firemen	4	-	2,150 84	1 54
Conductors	4	-	2,852 50	2 25
Other trainmen	9	-	4,239 57	1 54
Machinists	3	-	2,145 00	2 50
Carpenters	4	-	2,804 00	2 25
Other shopmen	3	-	1,716 00	2 00
Section foremen	9	-	4,505 00	1 75
Other trackmen	25	-	10,312 50	1 50
Switchmen, flagmen and watchmen	4	-	1,777 84	1 42
All other employees and laborers	40	-	15,269 75	1 48
Total, including general officers	132	-	\$64,307 2c	
Less general officers	6	-	3,581 16	
Total, excluding general officers	126	-	\$60,726 10	
Distribution of above:				
General administration	7	-	\$ 4,131 1c	
Maintenance of way and structures	68	-	28,865 09	
Maintenance of equipment	10	-	6,665 00	
Conducting transportation	47	-	24,646 00	
Total, including general officers	132	-	\$64,307 26	
Less general officers	6	-	3,581 16	
Total, excluding general officers	126	-	\$60,726 10	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, number cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills
Passenger traffic:				
Number of passengers carried earning revenue.	128,628			
Number of passengers carried one mile	2,774,129			
Average distance carried	21.50			
Total passenger revenue	-	\$101,441	63	
Average amount received from each passenger,	-		78	942
Average receipts per passenger per mile	-		03	656
Estimated cost of carrying each passenger one	-			
mile	-		02	243
Total passenger earnings	-	112,258	19	
Passenger earnings per mile of road	-	2,350	96	
Passenger earnings per train-mile	-	115	18	
Freight traffic:				
Number of tons carried of freight earning				
revenue	50,951			
Number of tons carried one mile	1,197,349			
Average distance haul of one ton	23.50			
Total freight revenue	-	58,369	21	
Average amount received for each ton of freight	-		14	559
Average receipts per ton per mile	-		48	748
Estimated cost of carrying one ton one mile	-		01	731
Total freight earnings	-	58,369	21	
Freight earnings per mile of road	-	1,222	39	
Freight earnings per train-mile	-	1	97	22
Passenger and freight:				
Passenger and freight revenue	-	159,810	84	
Passenger and freight revenue per mile of road	-	2,346	82	
Passenger and freight earnings	-	170,627	40	
Passenger and freight earnings per mile of road	-	3,573	35	
Gross earnings from operation	-	172,119	12	
Gross earnings from operation per mile of road	-	3,604	42	
Expenses	-	82,950	17	
Expenses per mile of road	-	1,737	17	
Train mileage:				
Miles run by passenger trains	97,460			
Miles run by freight trains	29,596			
Total mileage trains earning revenue	127,056			
Miles run by switching trains	12,345			
Miles run by construction and other trains	8,617			
Grand total train mileage	148,018			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....	1	6	4	Westinghouse	5	Westinghouse.
Freight.....	-	1				
Total locomotives.....	1	7	4	Westinghouse	5	Westinghouse.
Cars in passenger service:						
First-class passenger cars..	-	10	10	Westinghouse	10	Westinghouse.
Baggage, express and postal cars	-	2	1	Westinghouse	1	Westinghouse.
Total.....	-	12	11	Westinghouse	11	Westinghouse.
Cars in freight service:						
Box cars.....	20	99				
Flat cars	10	42				
Stock cars.....	-	1				
Other cars.....	1	10				
Total.....	31	152				

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main Line.	Branches and spurs.			Iron	Steel.
Miles in single track.....	47.75	-	-	47.75	-	46.75
Miles of yard and sidings.....		7		7.	7	
Total mileage operated (all tracks	47.75	7				

MILEAGE OF LINE.

State.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage excluding trackage rights.	RAILS.	
	Main Line.	Branches and spurs			Iron.	Steel.
State of Maine.....	47.75	7	-	54.75	7	46.75

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—Tons.	Cords soft wood.	Total fuel consumed— tons.	Miles run.	Average lbs. consumed per mile.
	Bituminous.				
Passenger	2,007	5	2,009.50	97,460	46.20
Freight.....	1,173	2	1,174.	29,596	88.85
Switching	98	-	98.	12,345	17.78
Construction	124	1	124.50	8,617	32.23
Total	3,402	8	-	148,018	

Average cost of coal per ton at distributing point, \$3.80.

ACCIDENTS TO PERSONS.

One trespasser injured at highway crossing.

BRIDGES, TRESTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length —feet.	Minimum length —feet.	Maximum length —feet.	Item.	Number.	Height of lowest above surface of rail—feet.
Bridges:					Overhead Highway		
Wooden.....	33	10,935	41	3,500	Crossings:		
Trestles.	11	1,181	24	271	Bridges.....	8	14

Gauge of track, 4 feet, 8½ inches. 47.75 miles.

TELEGRAPH.

Miles of line.	Name of owner.	Name of operating company.
37	Western Union Telegraph Company....	Western Union Telegraph Company.
47	Commercial Union Telegraph Company,	Commercial Union Telegraph Company.

Report of the Lewiston and Auburn Branch Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Lewiston and Auburn Branch Railroad Company.

Date of organization? Chartered in 1872; opened in 1873.

Organised under the general laws of the State of Maine.

This road is leased to and operated by the Grand Trunk Railway of Canada.

ORGANIZATION.

Names of Directors.	Post-office Address.	Date of expiration of Term.
B. F. STURGIS	Auburn, Me.	April, 1892.
C. H. OSGOOD	Lewiston, Me.	"
J. M. ROBBINS	"	"
W. H. NEWALL	"	"
A. R. SAVAGE	Auburn, Me.	"
A. M. PENLEY	"	"
HENRY HINES	Lewiston, Me.	"
A. M. GARCELON	"	"
L. P. MAXTEL	"	"

Total number of stockholders at date of last election, 2.

Date of last meeting of stockholders for election of directors, April, 1891.

Post office address of general office, Lewiston, Me.

Post office address of operating office, Montreal, Canada.

OFFICERS.

Title.	Name.	Location of Office.
President	B. F. STURGIS	Auburn, Me.
Treasurer	C. H. OSGOOD	Lewiston, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for road operated.
	From—	To—	
Lewiston & Auburn Branch R. R.	Lewiston Junction...	Lewiston	5.50.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	TERMINALS.		By what Co. operated.	Under What Kind of Contract Operated.
	From—	To—		
Lewiston and Auburn Branch Railroad	Lewiston Junc.	Lewiston.	The Grand Trunk R'y of Canada.	Lease.

The Lewiston and Auburn Branch Railroad Company is leased to the Grand Trunk Railway Company of Canada, the latter company paying \$18,000 annually to the lessor, and also receiving all income and paying all expenses.

CAPITAL STOCK.

Description.	No of shares authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common	3,000	\$100	\$300,000	\$300,000

INCOME ACCOUNT.

Gross earnings from operation	\$35,205 84	
Less operating expenses	24,927 72	
Income from operation		\$10,278 12
Deduction from income:		
Interest on funded debt accrued	\$18,000 00	
Taxes	1,581 05	
Total deductions from income		19,581 05
Deficit		\$9,302 93

EARNINGS FROM OPERATION.

Total passenger revenue	\$13,464 76	
Mail	261 66	
Express	416 63	
Other items	1,128 25	
Total passenger earnings		\$15,271 30
Total freight revenue	\$ 7,195 54	
Other items	12,739 00	
Total freight earnings		19,934 54
Total passenger and freight earnings		\$35,205 84

OPERATING EXPENSES.

Total maintenance of way and structures	\$4,083 84
Total maintenance of equipment.....	8,524 24
Conducting transportation.....	11,116 36
General expenses	1,203 28
	<hr/> \$24,927 72

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

Item.	Column for ton- nage, number passengers, number trains, mileage, number cars	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue,	96,618			
Number of passengers carried one mile	579,708			
Total passenger revenue.	-	13,464	76	
Average amount received from each passenger,	-		13	94
Average receipts per passenger per mile	-		02	32
Total passenger earnings	-	15,271	30	
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.	50,966			
Number of tons carried one mile	303,796			
Total freight revenue.....	-	7,195	54	
Average amount rec'd for each ton of freight. .	-		14	12
Average receipts per ton per mile.....	-		02	35
Total freight earnings.....	-	19,934	54	
PASSENGER AND FREIGHT:				
Passenger and freight revenue	-	20,660	30	
Passenger and freight earnings.....	-	35,205	84	
Gross earnings from operation	-	35,205	84	
Expenses	-	24,927	72	
TRAIN MILEAGE:				
Miles run by passenger trains	15,991			
Miles run by freight trains	140			
Miles run by mixed trains	7,663			
Total mileage trains earning revenue	23,794			
Miles run by construction and other trains....	6,460			
Grand total train mileage	30,254			

Total mileage owned and operated, 5.50.

Accident: one trespasser killed.

BRIDGES, TRETTLES, TUNNELS, Etc.

Iron bridges, 2. Overhead railway crossings: bridge, 1.

Gauge of track, 4 feet, 8½ inches. 5.50 miles.

TELEGRAPH OWNED BY ANOTHER COMPANY, BUT LOCATED ON
PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.		
	Name of owner.	Name of operating company.
5.50	Great N. W. Telegraph Company	The Grand Trunk Railway Company...

Report of the Lewiston and Auburn Horse Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Lewiston and Auburn Horse Railroad Company.

Date of organization? 1881.

Organized under laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term
F. W. DANA	Lewiston, Me.....	September 30, 1891.
J. N. WOOD	"	" "
J. L. H. COBB	"	" "
H. C. LITTLE	"	" "
N. M. NEAL	Auburn, Me.....	" "
F. R. CORANT	"	" "
L. S. RUGGLES	"	" "

Total number of stockholders at date of last election, 52.

Date of last meeting of stockholders for election of directors, September 30, 1890.

Post Office address of general office and of operating office, Lewiston, Maine.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	F. W. DANA	Lewiston, Me.
President	F. W. DANA	"
Secretary	H. C. LITTLE	"
Treasurer	H. C. LITTLE	"
Auditor	S. A. CUMMINGS	"
General Manager.....	F. W. DANA	"

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each med
	From—	To—	
Lewiston and Auburn Horse Railroad Company	Lewiston.....	Auburn.....	14

CAPITAL STOCK.

Description.	No. of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Common.....	1,000	\$100	\$100,000	\$100,000

MANNER OF PAYMENT FOR CAPITAL STOCK.	Total number of shares issued.	Total cash realized.
Issued for cash: common	778	\$60,815

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding	Cash realized on amount issued	Rate %	INTEREST. *	
	Date of issue.	When due.						When payable	Am't ac'ru'd during year.
Mort. bonds,	April, 1885,	April, 1895,	\$25,000	\$25,000	\$25,000	\$24,462 64	5	Apr & Oct,	\$1,250
Mort. bonds,	June 1, 1891,	June 1, 1911,	85,000	10,300	10,300	-	5	June & Dec,	
†									

* Whole amount, \$1,250, paid during year.

† The entire bonded debt of the company is \$85,000. July 16, \$25,000 of the issue of June 1, 1891 was deposited with the Portland Trust Company, Portland, Maine, to secure the payment of the bonds of the issue of April 1, 1885, due April 1, 1895.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Am't issued.	Amount outstanding	INTEREST.	
			Am't accrued during year	Amount paid during year.
Mortgage bonds	\$35,300	\$1,250	\$1,250	\$1,250

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAY'T OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$ 1,431 65	Loans and bills payable	\$62,938 91
Bills receivable	10,729 52		
Balance—current liabilities...	50,777 74		
Total	\$62,938 91	Total	\$62,938 91

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportion- ment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock	\$100,000	\$100,000	14	\$7,142 85
Bonds	35,300	35,300	14	2,521 42
Total	\$135,300	\$135,300	14	\$9,664 27

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT, THE OPERA-
TIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Lewiston & Auburn Horse Railroad Co.	\$100,000	\$35,000	\$50,777 74	\$186,077 74	14	\$13,291 36

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, not included in operating expenses, charged to construction or equipm't	Total cost to June 30, 1890.	Total cost to June 30, 1891.
Construction:			
Real estate	\$2,750 00	-	\$5,764 83
Rails and other items of cost; construction	14,552 08	-	63,505 34
Buildings, furniture and fixtures	3,054 47	-	13,054 99
Shop machinery and tools	-	-	262 91
Other items	-	-	1,914 04
Total construction.....	\$20,356 55	-	\$84,502 11
Equipment:			
Passenger cars.....	-	-	\$15,803 50
Floating equipment.	-	-	23,046 57
Total equipment	-	-	\$38,850 07
Grand total cost construction, equipment, etc.....	-	-	\$123,352 18

INCOME ACCOUNT.

Gross earnings from operation	\$22,662 73	
Less operating expenses.....	21,585 38	
Income from operation		\$1,077 35
Total income		\$1,077 35
Deductions from income:		
Interest on funded debt accrued.....	\$1,250 00	
Total deductions from income.....		1,250 00
Deficit.....		\$172 65

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, &c.	Actual earnings.
Passenger revenue	\$22,184 86		
Rents	-	-	\$108 23
Other sources	-	-	369 64
Total gross earnings from operation,	-	-	\$22,662 73

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Repairs of roadway	\$ 563 65		
Repairs and renewals of passenger cars....	1,386 03		
Wages of station agents, clerks and labor- ers	8,545 44		
Total	\$10,495 12		
General expenses:			
General office expenses and supplies....	\$413 42		
Other general expenses	208 05		
Total	\$621 47		
Recapitulation of expenses:			
Maintenance of way and structures	\$ 563 68		
Maintenance of equipment	1,386 03		
Conducting transportation	8,545 44		
General expenses	621 47		
Hay, grain, other expenses	10,468 79		
Grand total	\$21,585 41		

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1891.	YEAR ENDING JUNE 30, 1891	
	Item.	Increase.	Decrease.
Cost of road	\$84,502 11		
Cost of equipment	38,860 07		
Cash and current assets	12,161 17		
Grand total	\$135,513 35		
LIABILITIES.			
Capital stock	\$100,000 00		
Funded debt	35,300 00		
Current liabilities	62,938 91		
Grand total	\$198,238 91		

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Mortgage bonds	Lewiston	Auburn	14	\$6,071 42

No mortgage on equipment, income or securities.

All employees yearly compensation	\$8,545.44
Total passengers carried earning revenue	389,794
Number of first-class passenger cars	23
Miles of road	14
Constructed during the year	4
Miles of steel rails	6
Miles of iron rails	8

Gauge of track, 4 feet, 8½ inches.

Report of the Lime Rock Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Lime Rock Railroad Company.

Date of organization, 1864.

Organized under the laws of the State of Maine (special charter) Amended in 1873, 1887 and 1889.

ORGANIZATION.

Names of Directors	Post office Address.	Date of Expiration of Term.
WM. T. COBB	Rockland, Me.	January, 1892.
A. F. CROCKETT	"	"
JOHN T. BERRY	"	"
E. R. SPEAR	"	"
G. L. FARRAND	"	"
S. M. BIRD	"	"
N. F. COBB	"	"

Total number of stockholders at date of last election, 34.

Date of last meeting of stockholders for election of directors, January 27, 1891.

Post office address of general office, Rockland, Me.

Post office address of operating office, Rockland, Me.

OFFICERS.

Title.	Name.	Location of Office.
President	WM. T. COBB	Rockland, Me.
Secretary	H. N. PIERCE	"
Treasurer	H. N. PIERCE	"
Attorney or General Counsel	C. E. LITTLEFIELD	"
General Superintendent	R. L. FOGG	"

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Lime Rock Railroad Company	Lime quarries.....	Kilns, Rockland.	10.39
Knox & Lincoln Extension ..	.....	.....	1.27
Total .....	.....	.....	11.66

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common ...	3,000	\$100	\$300,000	\$300,000		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued	INTEREST.			
					Rate per cent.	When payable	Amount accrued during year.	Amount paid during year.
*First mortgage..	\$250,000	\$200,000	\$200,000	\$187,250	5	Apr. & Oct.	\$10,000	\$10,000

* Issued, 1888; due, 1908.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Am't issued.	Am't outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds	\$200,000	\$200,000	\$10,000	\$10,000

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$ 255 47	Loans and bills payable	\$ 139,500 00
Due from solvent companies and individuals	15,455 03	Audited vouchers and accounts	875 30
Other cash assets, excluding materials and supplies	961 80	Wages and salaries	1,600 00
Total	\$16,672 30	Matured interest coupons unpd (includ'g coupons due July 1)	2,705 22
		Total	144,680 52

Materials and supplies on hand, \$114.72.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock	\$300,000 00	\$300,000 00	10.39	\$48,123 20
Bonds	200,000 00	200,000 00		
Total	\$500,000 00	\$500,000 00	10.39	\$48,123 20

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common ...	3,000	\$100	\$300,000	\$300,000		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.		
					Rate per cent.	When payable	Amount accrued during year.
* First mortgage..	\$250,000	\$200,000	\$200,000	\$187,250	5	Apr. & Oct.	\$10,000

* Issued, 1888; due, 1908.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Am't issued.	Am't outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds	\$200,000	\$200,000	\$10,000	\$10,000

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash.....	\$ 255 47	Loans and bills payable	\$ 139,500 00
Due from solvent companies and individuals	15,455 03	Audited vouchers and accounts	875 30
Other cash assets, excluding materials and supplies	961 80	Wages and salaries.....	1,600 00
Total	\$16,672 30	Matured interest coupons unpd (includ'g coupons due July 1)	2,705 22
		Total	144,680 52

Materials and supplies on hand, \$114.72.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock.....	\$300,000 00	\$300,000 00	10.39	\$48,123 20
Bonds	200,000 00	200,000 00		
Total	\$500,000 00	\$500,000 00	10.39	\$48,123 20

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total cost to June 30, 1891.	Cost per mile.
Construction:		
Right of way	\$61,822 47	
Fences	844 07	
Grading and bridge and culvert masonry	1,602 27	
Bridges and trestles	119,309 22	
Rails	36,792 43	
Ties	6,204 60	
Other superstructure	18,548 55	
Buildings, furniture and fixtures	2,903 09	
Shop machinery and tools	713 21	
Engineering expenses	4,798 71	
Interest during construction	13,190 73	
Road built by contract	19,000 00	
Other items	18,481 67	
Total construction	\$304,211 02	
Equipment:		
Locomotives	\$17,934 75	
Other cars of all classes	67,565 89	
Total equipment	\$85,500 64	
Grand total cost construction, equipment, etc	\$389,711 66	

INCOME ACCOUNT.

Gross earnings from operation	\$57,814 26	
Less operating expenses	23,266 39	
Income from operation		\$34,547 87
Miscellaneous income—less expenses		197 18
Total income		\$34,745 05
Deductions from income:		
Interest on funded debt accrued	\$10,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	5,847 47	
Taxes	866 74	
Total deductions from income		16,714 21
Net income		\$18,030 84
Deductions for year		297 11
Surplus on June 30, 1891		\$17,733 73

EARNINGS FROM OPERATION.

Item.	Total receipts.	Actual earnings.
Freight revenue	-	\$57,247 76
Switching charges—balance	-	566 50
Total gross earnings from operation	-	\$57,814 26

OPERATING EXPENSES

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
General expenses:			
Salaries of officers	-	\$4,150 00	
General office expenses and supplies ...	-	195 25	
Insurance	-	1,137 50	
Legal expenses ..	-	30 50	
Other general expenses	-	290 83	
Total.....	-	\$5,804 08	
Recapitulation of expenses:			
Maintenance of way and structures	-	\$1,665 92	
Maintenance of equipment ...	-	5,804 36	
Conducting transportation	-	9,992 03	
General expenses.....	-	5,804 08	
Grand total	-	\$23,266 39	

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS JUNE 30, 1891.

Cost of road	\$304,211 02
Cost of equipment	85,500 64
Cash and current assets	16,672 30
Other assets:	
Materials and supplies	104 72
Sundries	3,925 57
Grand total ..	\$410,404 25

LIABILITIES JUNE 30, 1891.

Capital stock	\$ 48,000 00
Funded debt.....	200,000 00
Current liabilities.....	144,680 52
Profit and loss	17,737 73
Grand total.....	\$410,414 25

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.*	Average daily compensation.
General officers.....	8	1,719	\$4,150 00	\$2 41
Round-housemen.....	1	315	484 00	1 53
Enginemen	2	646	1,452 07	2 24
Firemen	2	611	936 18	1 53
Conductors.....	2	578	1,298 13	2 24
Other trainmen.....	6	1,693	2,605 20	1 53
Section foremen	1	264	462 00	1 75
Other trackmen ..	3	861	1,290 90	1 50
Switchmen, flagmen, and watchmen	2	627	631 57	1 00
Total, including general officers.....	27	7,315	13,310 05	1 82
Less general officers	8	1,719	4,150 00	
Total, excluding general officers	19	5,596	\$9,160 05	\$1 63
Distribution of above:				
General administration.....	7	1,406	\$3,150 00	224
Maintenance of way and structures.....	4	1,124	1,752 90	156
Conducting transportation.....	16	4,785	8,407 15	176
Total, including general officers.....	27	7,315	\$13,310 05	\$1 82
Less general officers.....	8	1,719	4,150 00	
Total, excluding general officers	19	5,596	\$9,160 05	\$1 63

DESCRIPTION OF EQUIPMENT.

Item.	Number Added During Year.	Total Number at End of Year.
Freight locomotives.....	1	3
Cars in Freight Service:		
Flat cars.....	-	13
Other cars.....	50	301
Total.....	50	314
Cars in Company's Service:		
Caboose cars.....	-	1
Hand and push cars.....	1	3
Total.....	1	4
Total cars owned	-	318

MILEAGE.
MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.	Line operated under track- age rights.	Total Mileage Operated.
	Main Line.		
Miles of single track.....	10.39	1.27	11.66
Total mileage operated (all tracks)	10.39	1.27	11.66

ACCIDENTS TO PERSONS.

A trainman killed by falling from a train.

BRIDGES, TRESTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Height of lowest above surface of rail.
		Feet. In.	Feet.	Ft. In.	Ft. In.
Bridges: Wooden	1	33.6			

Gauge of all tracks, 4 feet, 8½ inches.

Report of the Maine Central Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? **Maine Central Railroad Company.**

Date of organization, **October 28, 1862.**

Organised under the laws of the State of Maine. Special acts of April 1, 1856, Mar. 17, 1862, February 25, 1867, February 18, 1869, February 7, 1872, February 28, 1873, February 27, 1873, February 25, 1874, February 18, 1876, February 19, 1878, January 30, 1885, January 28, 1887, March 13, 1889, February 27, 1891.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:

Androscoggin and Kennebec Railroad Company, charter March 28, 1845.

Penobscot and Kennebec Railroad Company, charter April 5, 1845.

Portland and Kennebec Railroad Company, formed by foreclosure on Kennebec and Portland Railroad, and organized May 20, 1862

Somerset and Kennebec Railroad Company, charter August 10, 1848.

Androscoggin Railroad Company, charter August 10, 1848

Leeds and Farmington Railroad Company, formed by foreclosure of part of Androscoggin Railroad and organized May 11, 1865.

Maine Shore Line Railroad Company, charter March 4, 1881.

European and North American Railway Company, charter August 20, 1850.

Eastern Maine Railroad Company, foreclosure of Bucksport and Bangor Railroad and organized February 1, 1882.

Portland and Ogdensburg Railway, foreclosure of Portland and Ogdensburg Railroad Company and organized June 8, 1886.

Dexter and Newport Railroad Company, charter March 30, 1853.

Dexter and Piscataquis Railroad Company, charter October 24, 1888.

Belfast and Mooshead Lake Railroad Company, charter February 28, 1867.

Upper Coos Railroad Company, charter August 23, 1883.

Herford Railway Company, charter June 23, 1887, and May 4, 1888.

Date and authority for each consolidation?

Androscoggin and Kennebec and Penobscot and Kennebec consolidated with Maine Central Railroad Company October 25, 1862

Portland and Kennebec, Somerset and Kennebec, and Leeds and Farmington merged November 16, 1874, act of February 26, 1873.

Androscoggin Railroad, June 29, 1871, lease for 999 years.

Maine Shore Line Railroad, January 28, 1887, purchased by authority of special law of January 28, 1887.

European and North American Railway, April 1, 1882, lease for 999 years.

Eastern Maine Railroad, May 1, 1883, lease for 999 years.

Portland and Ogdensburg Railroad, August 20, 1888, lease for 999 years.

Dexter and Newport Railroad, December 13, 1888, lease for 999 years.

Dexter and Piscataquis Railroad, December 30, 1888, lease for 999 years.

Belfast and Mooshead Lake Railroad, May 10, 1871, lease for 50 years.

Upper Coos Railroad, May 1, 1890, lease for 999 years.

Herford Railway, May 1, 1890, lease for 999 years.

ORGANIZATION.

Names of Directors.	Post office Address.	Date of Expiration of Term.
ARTHUR SEWALL	Bath, Me.	December, 1891.
FRANK JONES	Portsmouth, N. H.	"
SAMUEL C. LAWRENCE	Medford, Mass.	"
ANES PAUL	South Newmarket, N. H.	"
ASA P. POTTER	Boston, Mass.	"
CHARLES A SINCLAIR	Portsmouth, N. H.	"
WM. A. FRENCH	Boston, Mass.	"
JOSEPH S. RICKER	Deering, Me.	"
WM. G. DAVIS	Portland, Me.	"
HORATIO N. JOSE	"	"
PAYSON TUCKER	"	"
THOMAS W. HYDE	Bath, Me.	"
JOHN WARR	Waterville, Me.	"

Total number of stockholders at date of last election, 604.

Date of last meeting of stockholders for election of directors, December 17, 1890.

Post office address of general office, Portland, Me

Post office address of operating office, Portland, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.	ARTHUR SEWALL	Portland, Me.
President	ARTHUR SEWALL	"
Vice-President	PAYSON TUCKER	"
Clerk of Corporation	JOSIAH H. DRUMMOND	"
Treasurer	JOSEPH A. LINSBOTT	"
Auditor	GEO. W. YORK	"
General Manager	PAYSON TUCKER	"
Chief Engineer	WM. A. ALLEN	"
Division Superintendent	JONAS HAMILTON	"
Division Superintendent	H. W. WALDRON	Lancaster, N. H.
General Freight Agent	W. S. EATON	Portland, Me.
General Pass. Ticket Agent	F. E. BOOTHBY	"
General Baggage Agent	H. H. TOWLE	"

PROPERTY OPERATED.

Name	TERMINALS		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Maine Central R. R.	Portland	Bangor	136.60	314.23
	Brunswick	Bath	8.90	
	Cumberland	Skowhegan	91.20	
	Leeds Junction	Farmington	36.40	
	Penobscot Junction	Mt. Desert Ferry	41.13	
Androscoggin R. R.	Crowley's	Lewiston	4.8	31.14
	Brunswick	Leeds Junction	26.2	
Dex. & Newp't R. R.	Newport Junction	Dexter	14.23	
Dex. & Pisc. R. R.	Dexter	Dexter and Foxcroft	16.54	
Bel. & Moosehead R. R.	Burnham	Selfast	33.13	
Euro. & N. A. R. R.	Bangor	Vanceboro'	114.3	120.34
Stillwater Branch	Orono	Stillwater	3.01	
Enfield Branch	Enfield	Montague	3.03	
Eastern Maine R. R.	Bangor	Bucksport	18.80	
Port. & Ogdensburg R'y	Portland	Lunenburg, Vt.	109.10	
Upper Coos	Quebec Junction	Beecher Falls	55.	451.14
Herford Railway	Beecher Falls	Lime Ridge	53.	
Total.	-	765.37

NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of business	Title, (owned, leased, etc.)	State or Territory.
*Bar Harbor Ferry	Steam Ferry	Owned	Maine.

* Owned and operated as part of its line, for the purpose of transporting passengers, freight, mails and express. Separate accounts not kept.

CAPITAL STOCK.

Description.	Number of shares authorized	Par value of shares.	Total par value authorized	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common.....	50,000	\$100	\$5,000,000	\$3,593,600	6 %	\$215,616
Issued for consolidation.....	35,936					

The Maine Central Railroad Company was formed by the consolidation of the Androscoggin & Kennebec Railroad Company and the Penobscot & Kennebec Railroad Company, under contract of August 20, 1863. By the terms of this contract, capital stock of the Maine Central Railroad Company was to be issued for the capital stock of the Androscoggin & Kennebec and Penobscot & Kennebec Railroad Companies, share for share. Stock of the Maine Central Railroad Company was also to be issued in exchange for the stock bonds of the Androscoggin & Kennebec Railroad Company, and for 60 per cent of the par value of the third mortgage bonds of the Penobscot & Kennebec Railroad Company.

The Portland & Kennebec Railroad was leased to the Maine Central Railroad Company by contract of May 12, 1870; and by the terms of this contract, Maine Central Railroad stock was issued to the Portland & Kennebec Railroad Company amounting to \$1,716,600.

In June, 1870, the Androscoggin Railroad was leased to the Maine Central Railroad Company; and by the terms of this lease, \$200,000 of the capital stock of the Maine Central Railroad Company was issued to the Androscoggin Railroad Company.

The capital stock of the Maine Central Railroad Company, as it stands on the ledger June 30, 1891, based on the above contracts, is made up as follows:

In exchange for capital stock of Androscoggin & Kennebec Railroad Company.....	\$458,000
In exchange for capital stock of Penobscot & Kennebec Railroad Company.....	407,000
In exchange for bonds of Androscoggin & Kennebec and Penobscot & Kennebec Railroad Companies.....	821,000
Issued to Portland & Kennebec Railroad Company.....	1,716,600
Issued to Androscoggin Railroad Company.....	200,000
	<hr/>
	\$3,603,500

Of this amount of \$3,603,500, standing as capital stock on the ledger, \$9,500 has not actually been issued, for the reason that holders of the Androscoggin & Kennebec and Portland & Kennebec Railroad Companies' stock, entitled thereto, did not present such stock for exchange for Maine Central stock; so that the amount of capital stock on which dividends will be paid hereafter is \$3,594,000. Four hundred dollars more, added to the capital stock by exchange for Androscoggin & Kennebec stock, after dividends shown in this report were declared, but previous to June 30, 1891.

FUNDED DEBT.
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue	When due.					Rate.	When payable	Amount accrued during year	Amount paid during year.
A. & Ken. R. R. bonds	Jan. 1, '60	Sep. 1, '91	\$1,100,000 00	\$1,100,000 00	\$99,800 00	No record	6 per ct	Jul., Oct.	\$81,300 36	\$40,633 87
City of Bath Loan	Jan. 1, '61	Apr. 1, '93	425,000 00	425,000 00	89,700 00	"	"	Jan. Ap.	19,500 00	26,035 00
City of Bangor Loan	Jan. 1, '64	Jan. 1, '94	1,000,000 00	1,000,000 00	1,000,000 00	"	"	Jan. Jul.	60,000 00	60,000 00
P & K. R. R. consols	Apr. 1, '66	Apr. 1, '95	1,500,000 00	1,666,700 00	1,166,700 00	"	"	Apr. Oct.	70,002 00	69,855 00
L. & Farm R. R. b'ds.	Jul. 1, '71	Jul. 1, '96	633,000 00	633,000 00	633,000 00	"	"	Jan. Jul.	37,980 00	38,381 00
M. C. 7 per cent bonds	Sep. 1, '68	Sep. 1, '98	756,800 00	756,800 00	756,800 00	\$732,450 00	7 "	"	52,978 00	52,783 00
" extension bonds	Oct. 1, '70	Oct. 1, 1900	500,000 00	496,500 00	496,500 00	436,400 00	6 "	Apr. Oct.	29,790 00	29,553 00
" consols	Apr. 1, '72	Apr. 1, 1912	9,060,000 00	3,807,200 00	3,907,200 00	3,744,867 00	7 "	"	273,504 00	274,815 00
" " " "	"	"	700,000 00	269,500 00	269,500 00	269,500 00	5 "	"	13,175 00	13,492 50
" " " "	"	"	700,000 00	1,285,000 00	1,285,000 00	1,301,069 8	4 1/2 "	"	37,494 01	32,186 35
" Coll. Trust bonds,	Jan. 1, '73	Jun. 1, 1923	700,000 00	700,000 00	687,000 00	706,500 00	5 "	Jun., Dec.	34,350 00	34,350 00
Me Shore Line bonds.	"	"	750,000 00	42,000 00	42,000 00	59,200 00	6 "	"	3,520 00	2,520 00
			\$16,708,000 00	\$11,781,700 00	\$10,433,200 00	-	-	-	\$655,381 39	\$674,847 63
MISCELLANEOUS OBLIGATIONS.										
Me. Cen. Debenture....	Aug. 1, '84	Feb. 1, '94	\$ 58,000 00	\$ 58,000 00	\$ 58,000 00	\$ 58,000 00	5 per ct	Feb., Aug.	\$ 2,900 00	\$ 2,900 00
" Sinking Fund	Feb. 1, '85	Feb. 1, '95	600,000 00	600,000 00	600,000 00	600,000 00	"	"	36,000 00	36,000 00
" Imp. Class A.	Jul. 1, '86	Jul. 1, 1916	200,000 00	200,000 00	200,000 00	204,000 00	"	Jan. Jul.	20,250 00	19,282 50
" " Class B.	Jul. 1, '87	Jul. 1, 1917	250,000 00	250,000 00	250,000 00	255,000 00	"	"	-	-
			\$1,108,000 00	\$1,108,000 00	\$1,108,000 00	-	-	-	\$59,150 00	\$58,182 50
Grand total			\$17,816,000 00	\$12,889,700 00	\$11,541,200 00	-	-	-	\$715,041 39	\$733,030 13

FUNDED DEBT—*Concluded.*

STATEMENT OF AMOUNT.

Series or Other Designation.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.			
	Original amount.	Amount outstand'ng	Am't out-standing.	Amount accrued during yr.	Amount paid during yr.	Rate %
Total miscellaneous obligations. }	\$1,108,000	\$1,108,000	-	\$59,150	\$58,182 50	

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Am't out-standing.	INTEREST.	
			Amount accrued during year.	Am't paid during year.
Mortgage bonds..	\$11,781,700 00	\$10,433,200 00	\$655,891 39	\$674,847 62
Miscellaneous obligations,	1,108,000 00	1,108,000 00	59,150 00	58,182 50
Total...	\$12,889,700 00	\$11,541,200 00	\$715,041 39	\$733,030 12

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$170,296 15	Loans and bills payable	\$457,300 00
Due from agents	66,631 42	Audited vouchers and acc'ts,	594,585 95
Net traffic balances due from other companies	105,677 29	Wages and salaries	145,773 60
Due from solvent companies and individuals	192,286 53	Net traffic balances due to other companies	52,578 70
Balance—current liabilities,	846,099 22	Dividends not called for.	10,706 54
Total	1,380,990 52	Matured interest coupons unpaid (including coupons due July 1)	120,045 73
		Total	1,380,990 52

Materials and supplies on hand, \$533,453 34.

RECAPITULATION
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account	Total amount outstanding	APPORTIONMENT.		AM'T PER MILE OF ROAD.	
		To Railroads.	To other Properties.	Miles.	Amount.
Capital stock.....	\$ 3,593,600	\$ 3,593,600	-	314.23	\$11,436 21
Bonds.....	10,461,500	10,461,500	-	314.23	33,260 67
Total.....	\$14,045,100	\$14,045,100	-	314.23	\$44,696 88

RECAPITULATION

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Funded Debt.	Current Liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Maine Central R. R.....	\$3,593,600	\$10,451,500	\$846,099	\$14,891,199	22314.23	\$47,392 67
European & No. American R'y.....	Not known	1,000,000	Not known.	1,000,000	00120.34	8,309 79
Androscoggin R. R.....	"	89,700	"	89,700	00 31.	2,893 55
Portland & Ogdensburg R'y.....	4,392,628	1,967,000	"	6,359,628	00109.10	68,291 73
Dexter & Piscataquis R. R.....	Not known	175,000	"	175,000	00 16.54	10,580 41
Upper Coos R. R.....	725,000	497,000	"	1,422,000	00 55.	26,854 65
Hersford R. R.....	800,000	800,000	"	1,600,000	00 53.	30,188 68
Dexter & Newport R. R.....	122,000	175,000	"	297,000	00 14.23	20,871 39
Belfast & Moosehead Lake R. R.....	Not known	Not known	"	-	33.13	
Eastern Maine R. R.....	"	"	-	-	18.80	
Total.....	\$9,511,228	\$15,180,200	\$846,099	\$25,834,527	22766.37	\$33,764 30

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during the year, not included in operating expenses, charged to construction or equipment.	Total Cost to June 30, 1890.	Total Cost to June 30, 1891.	Cost per Mile.
Construction:				
Fences.....	\$2,200 00			
Bridges and trestles....	4,214 61			
Rails.....	9,649 15			
Other superstructure...	497 08			
Buildings, furniture and fixtures.....	2,213 99			
Shop machinery and tools.....	4,415 24			
Sidings and yard extensions.....	7,603 32			
Total construction,	\$30,793 42	\$11,661,483 96	\$11,692,277 38	
Equipment:				
Locomotives.....	\$35,744 00			
Freight cars.....	81,000 00			
Total equipment...	\$116,744 00	\$1,926,557 86	\$2,043,301 36	
Grand total cost construction, equipment, etc....	-	\$13,588,041 32	\$13,735,578 74	

INCOME ACCOUNT.

Gross earnings from operation	\$4,346,953 71	
Less operating expenses	2,880,203 75	
Income from operation		\$1,466,749 96
Dividends on stocks owned	\$ 3,621 75	
Miscellaneous income—less expenses	12,620 15	
Income from other sources		16,341 90
Total income		\$1,482,991 86
Deductions from income:		
Interest on funded debt accrued	\$715,041 39	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	15,987 34	
Rents	451,107 82	
Taxes	82,480 45	
Total deductions from income		1,264,617 00
Net income		\$218,374 86
Dividends, 6 per cent, common stock		\$215,616 00
Surplus from operations of year ending June 30, 1891 .		\$2,758 86
Surplus on June 30, 1890		437,476 48
		\$440,235 34
Additions for year		17,928 24
Surplus on June 30, 1891		\$458,163 58

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of re- payments, etc	Actual earnings.
Total passenger revenue	-	-	\$1,810,943 85
Mail	-	-	131,810 66
Express	-	-	70,100 00
Extra baggage and storage	-	-	15,601 58
Total passenger earnings	-	-	\$2,028,356 09
Total freight earnings	-	-	2,294,797 62
Total passenger and freight earnings, rents from tracks, yards, and termi- nals	-	-	\$1,323,153 71
	-	-	23,800 00
Total gross earnings from operation...	-	-	\$4,346,953 71

STOCKS OWNED.

Name.	Total par value.	Rate.	Income or dividend received.	Valuation.
Dexter and Newport Railroad...	\$5,000 00	6 per cent.	\$300 00	\$5,000 00
Portland and Rochester Railroad	4,700 00	6 "	282 00	4,700 00
Portland and Ogdensburg R. R...	198,180 00	1 1/2 "	2,477 25	79,272 00
Dexter and Piscataquis Railroad,	5,000 00	5 "	562 50	5,000 00
Portland, Mt. Desert and Mach.				
Steamboat Company	110,000 00	-	-	121,000 00
Portland Union Railway Sta Co	25,000 00	-	-	25,000 00
Sebastieook and Moosehead R. R.	8,000 00	-	-	8,000 00
St. John Bridge	20,000 00	-	-	1,140 00
Northern Maine Railroad.....	25,000 00	-	-	27,503 97
Total.....	\$400,880 00	-	\$3,621 75	\$276,615 97

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
Tracks.....	Mattawamkeag to Vanceboro.....	Canadian Pacific R R. Company.....	-	\$23,000 00
Total rents received	.....	.....	-	\$23,800 00

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses	Net Miscellaneous Income.
Rents and wharfage.	\$12,620 15	-	\$12,620 15

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$204,376 49	\$175,503 47	\$379,881 96
Renewals of rails	46,168 18	39,646 28	85,814 46
Renewals of ties	27,593 36	23,695 41	51,288 77
Repairs of bridges and culverts	40,922 91	35,141 97	76,064 88
Repairs of fences, road crossings, signs and cattle guards	17,159 49	14,735 48	31,894 97
Repairs of buildings	46,172 42	39,649 93	85,822 35
Repairs of docks and wharves	1,937 62	1,663 82	3,601 34
Other expenses	6,927 12	5,948 56	12,875 68
Total	391,257 49	335,986 92	727,244 41
Maintenance of equipment:			
Repairs and renewals of locomotives	107,429 52	92,253 60	199,683 12
Repairs and renewals of passenger cars	107,164 76	-	107,164 76
Repairs and renewals of freight cars	-	166,156 76	166,156 76
Shop machinery tools, etc	10,269 40	12,828 51	23,097 91
Other expenses	17,557 51	11,674 68	29,232 19
Total	242,421 19	282,913 55	525,334 74
Conducting transportation:			
Wages of engine-men, firemen, and round-housemen	101,608 33	125,335 16	226,943 49
Fuel for locomotives	155,016 19	233,129 55	388,145 74
Water-supply for locomotives	7,007 57	6,017 65	13,025 32
All other supplies for locomotives	11,625 68	9,983 38	21,609 06
Wages of other trainmen	82,065 90	96,853 18	178,919 08
All other train supplies	26,335 91	32,022 92	58,358 83
Wages of switchmen, flagmen and watchmen	38,404 68	32,979 49	71,384 17
Expense of telegraph, including train- dispatchers and operators	22,332 61	19,177 81	41,510 42
Wages of station agents, clerks, and laborers	69,387 82	125,907 66	194,295 48
Station supplies	46,448 46	25,432 41	71,880 87
Car mileage—balance	18,070 44	68,358 57	86,429 01
Loss and damage	305 97	6,777 92	7,083 89
Injuries to persons	21,976 25	18,871 80	40,848 05
Barges, floats, tugs, ferry-boats, ex- penses of, including wages, fuel and supplies	14,517 40	12 466 61	26,984 01
Other expenses	19,694 34	25,296 03	44,990 37
Total	\$633,797 55	\$638,610 14	\$1,472,407 69

OPERATING EXPENSES—*Concluded.*

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
General expenses:			
Salaries of officers	\$27,143 92	\$31,638 17	\$58,782 09
General office expenses and supplies ...	9,253 07	10,315 51	19,568 58
Advertising	11,965 61	34 51	12,000 12
Commissions	691 85	594 12	1,285 97
Insurance	4,482 01	3,848 87	8,330 88
Legal expenses	8,166 81	7,013 14	15,179 95
Stationery and printing	9,398 21	3,117 67	12,515 88
Other general expenses	14,823 75	12,729 69	27,553 44
Total	85,925 23	69,291 68	155,216 91
Recapitulation of expenses:			
Maintenance of way and structures	391,257 49	359,986 92	727,244 41
Maintenance of equipment	242,421 19	282,913 55	525,334 74
Conducting transportation	633,797 55	838,610 14	1,472,407 69
General expenses	85,925 23	69,291 68	155,216 91
Grand total	\$1,353,401 46	\$1,526,802 29	\$2,880,203 75

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on Bonds G'aranteed.	Dividends on Stock G'aranteed.	Cash.	Total.
European & No. American Railway. ..	-	-	\$125,500	\$125,500 00
Belfast & Moosehead Lake Railroad ...	-	-	36,000	36,000 00
Dexter & Newport Railroad	-	-	18,000	18,000 00
Eastern Maine Railroad	-	-	9,500	9,500 00
Portland & Ogdensburg Railway	\$100,829 04	\$43,926 28	500	145,255 32
Dexter & Piscataquis Railroad	7,000 00	5,500 00	250	12,750 00
Upper Coos Railroad	16,602 50	22,500 00	500	39,602 50
Hereford Railroad	\$2,000 00	\$2,000 00	500	64,500 00
Total rents	\$156,431 54	\$103,926 28	\$190,750	\$451,107 82

COMPARATIVE GENERAL BALANCE SHEET.

Assets.	JUNE 30, 1891.		YEAR ENDING JUNE 30, 1891	
	Item.	Total.	Increase.	Decrease.
Cost of road	-	11,692,277 38	\$ 30,793 42	
Cost of equipment	-	2,043,301 36	116,744 00	
Stocks of other companies owned	-	276,615 97	16,143 97	
Bonds of other companies owned	-	-	-	\$18,000 00
Other permanent investments:				
Androscoggin R. R. lease	\$ 768,333 33			
E. & N. A. R'y lease...	1,000,000 00			
P. & O. R'y lease	1,008,759 02			
" improvement	512,516 34			
" extension	469,442 80			
Dex. & Pisc. R. R. lease	175,000 00			
" improvement	49,123 07			
Upper Coos R. R. lease.	352,885 01			
" extension	559,307 50			
Hereford R. R. lease...	800,000 00			
Coos & H. improvement	100,485 90	5,795,852 97	1,960,723 35	
Cash and current assets ..	-	534,891 30	98,752 24	
Other assets:				
Sinking fund	-	720,031 43	131,956 99	
Grand total	-	21,062,970 41	\$2,355,113 97	\$18,000 00
LIABILITIES.				
Capital stock	-	3,603,500 00		
Funded debt	-	11,541,300 00	-	\$2,025,500 00
Current liabilities	-	1,380,990 52	\$501,934 16	
Accrued interest on funded debt not yet payable	\$145,844 62			
Accrued rent, not yet payable	68,679 69			
And. & K. R. R. stock bonds	16,600 00			
Maine Central interest scrip,	8,992 00			
P. & O. R. Co. bonds, 6% ..	800,000 00			
P. & O. R'y bonds, 5%	1,167,000 00			
Dexter & Piscataquis bonds.	175,000 00			
Hereford Railway bonds	800,000 00			
Upper Coos R'y bonds	350,000 00			
" " exten. bonds	347,000 00			
" " stock	200,000 00	4,079,116 31	3,839,992 71	
Profit and loss	-	458,163 58	20,687 10	
Grand total	-	21,062,970 41	\$4,362,613 97	\$2,025,500 00

IMPORTANT CHANGES DURING THE YEAR.

The extension of the Upper Coos Railroad from North Stratford to Quebec Junction, 32.4 miles, was put in operation May 1, 1891.

\$932,500 Maine Central Railroad Company's 4½ per cent consols issued.

\$167,000 Portland & Ogdensburg Railway Company's 5 per cent bonds guaranteed by Maine Central Railroad, and sold for benefit of Maine Central Railroad Company.

\$800,000 Herford Railway Company's bonds guaranteed by Maine Central Railroad Company.

\$697,000 Upper Coos Railroad Company's bonds guaranteed by Maine Central Railroad Company.

\$200,000 Upper Coos Railroad Company's capital stock guaranteed by Maine Central Railroad Company.

\$651,200 Androscoggin and Kennebec Railroad Company's bonds paid by Maine Central Railroad Company.

\$331,800 City of Bath bonds in aid of Androscoggin Railroad paid by Maine Central Railroad

\$18,000 Portland Union Railway Station Company's bonds sold.

\$12,500 capital stock of Dexter and Piscataquis Railroad Company sold.

\$25,000 capital stock of Northern Maine Railroad purchased.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHEAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
And. & Ken. R. R. bonds.	Danville Jet. . .	Waterville . . .	54.60	\$1,827 84
Bath Loan to And. R. R. }	Brunswick . . .	Leeds Junction	31.	2,861 30
City of Bangor to E. & N. }	Crowley's	Lewiston		
A Railway	Bangor	Winn.	55.	18,181 82
Port. & K. R. R. consols }	Portland	Augusta	72.	16,204 17
	Brunswick . . .	Bath		
Leeds & Farm. R. R. bonds	Leeds Junction	Farmington . .	36.40	17,390 10
Maine Cen. 7 per cent loan	Danville June.	Bangor	109.50	6,911 42
" extension bonds	Danville June.	Cumberl'd Jet.	18.30	17,390 10
Maine Central consols. . . }	Portland	Bangor	304.10	17,961 21
	Brunswick . . .	Bath		
	Cumberl'd Jet.	Skowhegan . . .		
	Leeds Junction	Farmington . .		
Me. Cen. Col. Int. b'ds. }	Penobscot Jet.	Mt. Des. Ferry	41.13	17,724 03
Maine Shore Line bonds }				
Maine Cent. Debentures }				
M. C. Sink. Fund bonds }	None.			
" Improvement b'ds }				

All equipment of Maine Central Railroad mortgaged. No income or securities are mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	13	-	\$34,800 00	
General office clerks	39	-	25,318 63	
Station agents	171	-	95,569 32	
Other station men	261	-	113,764 86	
Enginemen	138	-	132,275 31	
Firemen	137	-	84,367 22	
Conductors	82	-	70,498 45	
Other trainmen	209	-	107,839 83	
Machinists	83	-	58,231 07	
Carpenters	168	-	92,021 52	
Other shopmen	103	-	49,606 52	
Section foremen	150	-	82,162 50	
Other trackmen	642	-	263,239 28	
Switchmen, flagmen and watchmen	152	-	70,447 06	
Telegraph operators and dispatchers	34	-	19,014 00	
Employees—account floating equipment	18	-	10,468 50	
All other employees and laborers	656	-	349,332 93	
Total, including general officers	3,056	-	1,658,956 97	
Less general officers	13	-	34,800 00	
Total, excluding general officers	3,043	-	1,624,156 97	
Distribution of above:				
General administration	52	-	60,118 63	
Maintenance of way and structures	1,176	-	582,515 17	
Maintenance of equipment	369	-	182,535 50	
Conducting transportation	1,459	-	883,787 67	
Total, including general officers	3,056	-	1,658,926 97	
Less general officers	13	-	34,800 00	
Total, excluding general officers	3,043	-	\$1,624,156 97	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, number cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills
Passenger traffic:				
Number of passengers carried earning revenue.	1,943,351			
Number of passengers carried one mile	75,938,045			
Average distance carried	39.07			
Total passenger revenue	-	\$1,810,943	85	
Average amount received from each passenger,	-		93	186
Average receipts per passenger per mile	-		02	384
Estimated cost of carrying each passenger one	-			
mile	-		01	782
Total passenger earnings	-	2,028,356	09	
Passenger earnings per train-mile	-		1	28 697
Freight traffic:				
Number of tons carried of freight earning				
revenue	1,741,519			
Number of tons carried one mile	127,442,150			
Average distance haul of one ton	73.00			
Total freight revenue	-	2,294,797	62	
Average amount received for each ton of freight	-		131	769
Average receipts per ton per mile	-		01	8
Estimated cost of carrying one ton one mile	-		01	119
Total freight earnings	-	2,294,797	62	
Freight earnings per train-mile	-		1	69 563
Passenger and freight:				
Passenger and freight revenue	-	4,105,741	47	
Passenger and freight revenue per mile of road	-		5,364	38 777
Passenger and freight earnings	-	4,323,153	71	
Passenger and freight earnings per mile of road	-		5,648	44 939
Gross earnings from operation	-	4,346,953	71	
Gross earnings from operation per mile of road	-		5,679	54 546
Expenses	-	2,880,203	75	
Expenses per mile of road	-		3,763	15 210
Train mileage:				
Miles run by passenger trains	1,576,064			
Miles run by freight trains	1,353,355			
Total mileage trains earning revenue	2,929,419			
Miles run by switching trains	959,085			
Miles run by construction and other trains	267,079			
Grand total train mileage	4,155,583			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....	7	52	52	47 Westinghouse, 5 N. Y.		
Freight.....	6	61	22	Westinghouse.		
Switching	-	26	5			
Total locomotives.....	13	139	79			
Cars in passenger service:						
First-class passenger cars..	-	107	107	Westinghouse	107	Miller.
Second-class passenger cars	-	5	5	Westinghouse	5	Miller.
Combination passenger cars	-	13	13	Westinghouse	13	Miller.
Baggage, express and postal cars	3	50	50	Westinghouse	50	Miller.
Other cars in passenger service	-	5	1	Westinghouse	1	Miller.
Total.....	3	180	176		176	
Cars in freight service:						
Box cars.....	-	862				
Flat cars	272	1527				
Stock cars.....	-	89				
Coal cars.....	100	150				
Refrigerator cars	-	14				
Other cars.....	-	90				
Total.....	372	2732				
Cars in company's service:						
Gravel cars	-	70				
Derrick cars.....	-	7				
Caboose cars	4	46				
Total.....	4	123				
Cars contributed to fast fr'ght line.....	-	50				
Total cars owned.....		3085				
Grand total cars	-	3085				

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main Line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	314.23	-	451.14	765.37	33.04	732.33
Miles of second track	11.	-	80	11.80		11.80
Miles of yard track and sidings.	99.73	-	78.93	178.66		
Total mileage operated (all tracks)	424.96	-	530.87	955.83	33.04	744.13

MILEAGE OF LINE BY STATES AND TERRITORIES.

MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage excluding trackage rights.	RAILS.	
	Main Line.	Branches and spurs			Iron.	Steel.
Maine.....	314.23	-	285.14	599.37	33.04	566.33
New Hampshire.....	-	-	99.15	99.15	-	99.15
Vermont.....	-	-	13.85	13.85	-	13.85
Dominion of Canada	-	-	53.00	53.00	-	53.00
Total mileage operated (single track).....	314.23	-	451.14	765.37	33.04	732.33

Total mileage owned in Maine (single track) by road making this report, 314.23.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—Tons		Total fuel consumed— tons.	Miles run.	Average lbs. consumed per mile.
	Bituminous.	Cord soft wood.			
Passenger.....	48,528.50	140.62	48,598.81	1,576,064	61.67
Freight.....	52,356.42	147.75	52,430.29	1,353,355	77.48
Switching	22,745.34	54.62	22,772.32	959,085	47.49
Construction	5,648.00	14.12	5,655.40	267,079	42.35
Total	129,278.26	357.11	129,456.82	4,155,588	62.31

Average cost of coal per ton (2,000 lbs.), \$3 21; of soft wood, \$5.16; of fuel, \$3 22.

ACCIDENTS TO PERSONS—STATE OF MAINE.

Kind of accident.	EMPLOYEES.							
	Trainmen.		Switchmen, flagmen, and watchmen.		Other employees		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Train accidents.....	1	2	-	-	-	-	1	2
At stations	2	-	1	-	-	-	3	-
Total.	3	2	1	-	-	-	4	2
	Others.							
	Passengers.		Trespassing.		Not trespassing		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Train accidents.....	-	1	-	-	2	1	2	1
At highway crossings.....	-	-	-	-	2	-	2	-
At stations	1	-	-	-	-	-	-	-
Other causes	-	-	3	-	-	-	3	-
Total.	1	1	3	-	4	1	8	2

BRIDGES, TRETTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length. Ft. In.	Minimum length. Ft. In.	Maximum length . Ft. In.	Height of lowest above surface of rail.
Bridges:					
Iron	106	14,616.11	25.	913.2	
Wooden	52	5,521.4	27.	739.7	
Combination	2	622.3	308.	314.3	
Total	160				
Trestles:					
Wood	31	9,332.10	28.3	1649.	
Iron	2	1,002.6	485.	517.6	
Overhead Highway Crossings:					
Bridges	30	-	-	-	14.6
Overhead Railway Crossings:					
Bridges	1	-	-	-	15.6

Gauge of all tracks, 4 feet, 8½ inches.

TELEGRAPH.

Miles of wire.	Owned by.	Company operating
33.73.....	Maine Central Railroad Company.....	Western Union Telegraph Company.
59.30.....	Portland & Ogdensburg Railway.....	" " "
9.80.....	Upper Coos Railroad.....	" " "
53.00.....	Herford Railway	" " "

675.37 miles of line, with 2,792.43 miles of wire, are owned and operated by the Western Union Telegraph Company, located on property of road making this report.

Report of the Monson Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Monson Railroad Company.
 Date of organization, October 9, 1882.
 Organized under the laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post office Address.	Date of Expiration of Term.
H. A. WHITING.	Wilton, N. H.	March 20, 1892.
J. F. KIMBALL	Lowell, Mass.	"
C. H. LATHAM	"	"
A. W. CHAPIN.	Monson, Me.	"
J. F. SPRAGUE	"	"
W. L. EASTERBROOK	"	"
T. P. ELLIOTT	"	"

Total number of stockholders at date of last election, 17.
 Date of last meeting of stockholders for election of directors, June 24, 1891.
 Post office address of general office, Lowell, Mass.
 Post office address of operating office, Monson, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	H. A. WHITING	Wilton, N. H.
President	H. A. WHITING	"
Secretary	J. F. SPRAGUE	Monson, Me.
Treasurer	J. F. KIMBALL	Lowell, Mass.
Attorney, or General Counsel.	J. F. SPRAGUE	Monson, Me.
General Manager	J. F. KIMBALL	Lowell, Mass.
General Superintendent	W. L. EASTERBROOK	Monson, Me.
General Freight Agent	W. L. EASTERBROOK	"
General Passenger Agent	W. L. EASTERBROOK	"

RAILROAD COMMISSIONERS' REPORT.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Monson Railroad	Monson Junct., Monson.....	Monson Slate Quarries	6.16 2.00
Total .....	.....	.....	8.16

CAPITAL STOCK.

Description.	No. of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Common.....	700	\$100	\$70,000	\$70,000

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate %	INTEREST.	
	Date of issue.	When due.						When payable	Am't accru'd during year.
Mort. ...	April 1, 1884.	April 1, 1904.	\$70,000	\$70,000	\$70,000	\$70,000	6	Apr. & Oct. 1.	\$4,200

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds	\$70,000 00	\$70,000 00	\$4,200 00	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAY'T OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$ 448 26	Loans and bills payable	\$12,800 00
Bills receivable	763 45	Matured interest coupons unpaid (including coupons due July 1)	27,291 91
Balance—current liabilities...	38,889 20		
Total	\$40,091 91	Total	\$40,091 91

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock	\$70,000 00	\$70,000 00	8	\$8,750 00
Bonds	70,000 00	70,000 00	8	8,750 00
Total	\$140,000 00	\$140,000 00	8	\$17,500 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item	Included in operating expenses.	Total cost to June 30, 1891.	Cost per mile.
Construction—total cost	\$60,686 68	\$60,686 68	\$7,585 84
Total equipment.....	17,261 95	17,261 95	2,157 74
Grand total cost construction, equipment, etc.	\$77,948 63	\$77,948 68	\$9,743 58

INCOME ACCOUNT.

Gross earnings from operation.....	\$12,581 12	
Less operating expenses.....	10,707 40	
Total income		\$1,873 72
Deductions from income:		
Interest on funded debt accrued.....	\$4,200 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	720 67	
Taxes	70 97	
Total deductions from income.....		4,991 64
Deficit.....		3,117 92
Deficit from operations of year ending June 30, 1891.....	\$ 3,117 92	
Deficit on June 30, 1890	96,601 94	
Deficit on June 30, 1891.....		\$99,719 86

EARNINGS FROM OPERATION.

Item.	Total receipts.	Actual earnings.
Total passenger revenue	\$1,733 08	
Mail.....	267 60	\$1,733 08
Express.....	194 07	
Extra baggage and storage.....	16 53	
Total passenger earnings.....	-	478 20
Total freight earnings	10,369 84	2,211 28
Total gross earnings from operation.....	-	10,369 84
		\$12,581 12

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway.....	\$589 50	\$1,768 50	\$2,358 00
Renewals of ties.....	60 10	180 32	240 42
Repairs of bridges and culverts.....	50	1 50	2 00
Repairs of buildings.....	26 80	80 40	107 20
Wood shed.....	104 31	312 94	417 25
Total.....	\$781 21	\$2,343 66	\$3,124 87
Maintenance of equipment:			
Repairs and renewals of locomotives...	\$27 03	\$81 08	\$108 11
Repairs and renewals of passenger cars,	13 75	41 25	55 00
Repairs and renewals of freight cars...	22 97	68 91	91 88
Shop machinery, tools, etc.....	6 61	19 85	26 46
Total.....	\$70 36	\$211 09	\$281 45
Conducting transportation:			
Wages of enginemen, firemen, and round-housemen.....	\$446 90	\$1,340 71	\$1,787 61
Fuel for locomotives.....	207 83	623 51	831 34
All other supplies for locomotives.....	9 76	29 30	39 06
Wages of other trainmen.....	150 00	450 00	600 00
All other train supplies.....	47 38	182 16	229 54
Wages of station agents, clerks, and laborers.....	817 38	2,452 15	3,269 53
Station supplies.....	3 96	11 89	15 85
Total.....	\$1,683 21	\$5,089 72	\$6,772 93
General expenses:			
Salaries of officers.....	\$75 00	\$225 00	\$300 00
General office expenses and supplies...	4 10	12 30	16 40
Advertising.....	6 00	18 00	24 00
Insurance.....	35 00	105 00	140 00
Stationery and printing.....	11 94	35 81	47 75
Total.....	\$132 04	\$396 11	\$528 15
Recapitulation of expenses:			
Maintenance of way and structures....	\$781 21	\$2,343 66	\$3,124 87
Maintenance of equipment.....	70 36	211 09	281 45
Conducting transportation.....	1,683 21	5,089 72	6,772 93
General expenses.....	132 04	396 11	528 15
Grand total.....	\$2,666 82	\$8,040 58	\$10,707 40

COMPARATIVE GENERAL BALANCE SHEET.

Assets, June 30, 1891.		Liabilities, June 30, 1891.	
Cost of road.....	\$60,686 68	Capital stock.....	\$70,000 00
Cost of equipment.....	17,261 95	Funded debt.....	70,000 00
Cash and current assets....	1,211 71	Current liabilities.....	38 880 20
Profit and loss.....	99,719 86		
Grand total.....	\$178,880 20	Grand total.....	\$178,880 20

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
* Mortgage.....	Monson June..	Monson and Quarries,	8	\$8,750 00

* All equipment mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.*	Average daily compensation.
Superintendent.....	1	313	\$300 00	\$0 96
Station agents.....	2	626	690 00	1 11
Enginemen.....	1	313	705 00	2 26
Firemen.....	1	313	469 50	1 50
Conductors.....	1	313	600 00	1 92
Section foremen.....	1	313	626 00	2 00
Other trackmen.....	4	1,252	1,628 75	1 30
Mail carrier.....	1	313	75 00	24
Total, including general officers.....	12	3,756	5,094 25	11 28
Less general officers.....	1	313	300 00	96
Total, excluding general officers.....	11	3,443	4,795 25	10 32
Distribution of above:				
General administration.....	1	313	300 00	96
Maintenance of way and structures.....	5	1,565	2,254 75	3 30
Conducting transportation.....	6	1,878	2,539 50	7 02
Total, including general officers.....	12	3,756	\$5,094 25	\$11 28

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, num- ber cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC				
Number of passengers carried earning revenue.	4,985			
Number of passengers carried one mile	29,910			
Average distance carried	6			
Total passenger revenue	-	\$1,733	08	
Average amount received from each passenger,	-		34	766
Average receipts per passenger per mile	-		05	791
Estimated cost of carrying each passenger one mile	-		08	916
Total passenger earnings	-	2,211	28	
Passenger earnings per mile of road	-	358	54	666
Passenger earnings per train-mile	-		11	966
FREIGHT TRAFFIC				
Number of tons carried of freight earning revenue	8,162			
Number of tons carried one mile	48,972			
Average distance haul of one ton	6			
Total freight revenue	-	10,369	84	
Average amount received for each ton of freight	-		1	27
Average receipts per ton per mile	-		21	175
Estimated cost of carrying one ton one mile...	-		97	532
Total freight earnings	-	10,369	84	
Freight earnings per mile of road	-	1,728	46	
Freight earnings per train-mile	-		71	059
PASSENGER AND FREIGHT				
Passenger and freight revenue	-	12,102	92	
Passenger and freight revenue per mile of road,	-	2,017	15	333
Passenger and freight earnings	-	12,581	12	
Passenger and freight earnings per mile of road,	-	2,096	85	333
Gross earnings from operation	-	12,581	12	
Gross earnings from operation per mile of road,	-	2,096	85	333
Expenses	-	10,707	40	
Expenses per mile of road	-	1,784	56	666
TRAIN MILEAGE:				
Miles run by mixed trains—all trains mixed...	14,484			

DESCRIPTION OF EQUIPMENT.

Total locomotives, 2; Combination Passenger car, 1; Box cars 8; Flat cars, 8;
Other cars, 4. Total cars, 21.

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Ten.	Loss Represented by Capital Stock		Total Mileage Operated.	Steel rails.
	Main Line.	Branches and Spurs.		
Miles of single track, Maine.....	6.16	-	-	8.16
Miles of yard track and sidings, Me	-	2.26	-	-
Total mileage operated. (all tracks	6.16	2.26	8.42	8.16

NEW TIES LAID DURING YEAR.

Cedar	1,579	Average price at distributing point.	\$9.10
Ash	1,145	Average price at distributing point.	.09
Total.....	2,514	Average	\$9.0950

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Coal—Tons.		Wood—Cords.		Total fuel consumed— tons.	Miles run.	Average lbs. consumed per mile.
	Bituminous.	Hard.	Soft.				
Passenger..... }	-	157.02	200.00	-	-	14,484	21.50
Freight..... }	-						

Average cost per cord of hard wood at distributing point, \$3.00; of soft wood, \$2.64.

Track, 8.16 miles; gauge, 2 feet

TELEGRAPH LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of owner	Name of operating company.
6.16	13.32	Moosehead Lake Telegraph Co....	Moosehead Lake Telegraph Co.

Report of the Orchard Beach Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Orchard Beach Railroad Company.

Date of organization, February 7, 1876. Opened June 26, 1880.

Organized under the laws of the State of Maine.

Chartered in 1876.

Opened for business, passenger traffic only, during the summer.

ORGANIZATION.

Names of Directors.	Post office Address.	Date of Expiration of Term.
GEORGE C. LORD.....	Newton, Mass.	September, 1891.
AMOS PAUL.....	South Newmarket, N H ...	"
WILLIAM S. STEVENS.....	Dover, N. H.....	"
JOSEPH S. RICKER.....	Deering, Me.....	"
SAMUEL C. LAWRENCE.....	Medford, Mass.....	"
FRANK JONES.....	Portsmouth, N. H.....	"
WILLIAM T. HART.....	Boston, Mass.....	"

Total number of stockholders at date of last election, 9.

Date of last meeting of stockholders for election of directors, September 25, 1890.

Post office address of general office, Boston, Mass.

Post office address of operating office, Boston, Mass.

OFFICERS.

Title.	Name.	Location of Office.
President ...	GEO. C. LORD	Boston, Mass.
Clerk.....	GEO. F. CALEF	Saco, Me.
Treasurer ...	AMOS BLANCHARD	Boston, Mass.
Auditor.....	WM. J. HOBBS.....	"
General Manager.....	JAMES T. FURBER.....	"
Chief Engineer.....	H. BISSELL.....	"
Superintendent	WM. MERRITT	"
General Passenger Agent.....	D. J. FLANDERS	"
General Ticket Agent.....	D. J. FLANDERS	"

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Orchard Beach Railroad	Saco River, Me....	Old Orchard B'ch	3

Operated by the Boston and Maine Railroad Company.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common ...	500	\$100	\$50,000	\$50,000		
MANNER OF PAYMENT FOR CAPITAL STOCK.				Total number of shares issued.	Total cash realized.	
Issued for cash: common				500	\$50,000.	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Balance—current liabilities.	\$10,220 00	Audited vouchers and accounts, B. & M. R. R.	\$10,220 00

Materials and supplies on hand, \$750.54.

RECAPITULATION
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock	\$50,000 00	\$50,000	3	\$16,666 66

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Current liabilities	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Orchard Beach R.R.	\$50,000 00	-	\$10,220 40	\$60,220 40	3	\$20,073 47

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Total Cost to June 30, 1891.	Cost per Mile.
Construction:		
Right of way and other real estate	\$19,068 51	\$6,356 17
Fences	3,384 61	1,128 20
Grading and bridge and culvert masonry	1,850 45	616 82
Bridges and trestles	15,270 21	5,090 07
Rails	1,694 44	564 81
Ties	1,906 76	635 59
Other superstructure	1,557 88	519 29
Shop machinery and tools	630 53	210 18
Engineering expenses	142 78	47 59
Telegraph line	1,918 35	639 45
Total construction	\$47,424 52	\$15,808 17
Equipment:		
Locomotives	\$6,077 52	\$2,025 84
Passenger and baggage cars	8,203 00	2,734 33
Total equipment	\$14,280 52	\$4,760 17
Grand total cost construction, equipment, etc.	\$61,705 04	\$20,568 34

INCOME ACCOUNT.

Gross earnings from operation	\$4,797 55	
Less operating expenses.....	3,698 97	
Total income.....		\$1,098 58
Deductions from income:		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	435 75	
Taxes.....	26 13	
Total deductions from income.....		461 88
Net income.....		\$636 70
Surplus from operations of year ending June 30, 1891 .		\$636 70
Surplus on June 30, 1890.....		869 68
		1,506 38
Additions for year, increased valuation of material on hand		728 80
Surplus on June 30, 1891		\$2,235 18

EARNINGS FROM OPERATION.

Total passenger revenue	\$4,772 55
Mail.	25 00
Total earnings.....	\$4,797 55

OPERATING EXPENSES.

Maintenance of Way and Structures:	
Repairs of roadway.....	\$ 693 90
Repairs of bridges and culverts.....	1,041 64
Repairs of buildings.....	518 04
Total.....	2,253 58
Maintenance of Equipment:	
Repairs and renewals of passenger cars.....	5 65
Conducting Transportation:	
Wages of enginemen, firemen and round-housemen.....	417 20
Fuel for locomotives.....	255 01
All other supplies for locomotives	10 41
Wages of other trainmen.....	488 00
Wages of station agents, clerks and laborers.....	100 00
Total	\$1,270 62

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
		Increase.	Decrease
Cost of road	\$47,424 52		
Cost of equipment	14,280 52		
Other assets, materials and supplies,	750 54		
Grand total.....	\$62,455 58		
LIABILITIES.			
Capital stock.....	\$50,000 00		
Current liabilities.....	10,220 40		
Profit and loss	2,235 18		
Grand total.....	\$62,455 58		

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	8			
Station agents.....	1	92	\$300 00	\$3 26
Enginemen	1	84	252 00	3 00
Firemen	2	84	165 20	1 96
Conductors.....	1	82	205 00	2 50
Other trainmen.....	2	163	244 50	1 50
Section foremen	1	72	136 80	1 90
Other trackmen.....	2	144	216 00	1 50
Total.....	18	721	\$1,519 50	\$2 10
Distribution of above:				
General administration.....	8			
Maintenance of way and structures.....	3	216	\$352 80	1 63
Conducting transportation.....	7	505	1,166 70	2 31
Total, including general officers.....	18	721	\$1,519 50	\$2 10
Less general officers.....	8			
Total, excluding general officers.....	10	721	\$1,519 50	\$2 10

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

Item.	Column for ton- nage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue,	52,461			
Number of passengers carried one mile	139,638			
Average distance carried	2.66			
Total passenger revenue	-	4,772	55	
Average amount received from each passenger,	-		9	
Average receipts per passenger per mile	-		3	4
Estimated cost of carrying one passenger one mile	-		2	5
Total passenger earnings	-	4,797	55	
Passenger earnings per mile of road	-	1,599	18	
Passenger earnings per train-mile	-		68	7
PASSENGER AND FREIGHT:				
Passenger and freight revenue	-	4,772	55	
Passenger and freight revenue per mile of road	-	1,590	85	
Passenger and freight earnings	-	4,797	55	
Passenger and freight earnings per mile of road	-	1,599	18	
Gross earnings from operation	-	4,797	55	
Expenses	-	3,692	97	
Expenses per mile of road	-	1,232	99	
TRAIN MILEAGE:				
Miles run by passenger trains	6,978			

DESCRIPTION OF EQUIPMENT.

Total locomotives (passenger)	2
Cars in Passenger Service:	
First-class passenger cars	8
Baggage, express and postal car.	1
Total, owned	9

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock (Main Line).	Total mileage operated.	Iron Rails.
Miles of single track	3.	3.	3.
Miles of yard track and sidings .....	.345	.345	.345
Total mileage operated (all tracks) ...	3.345	3.345	3.345

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Coke, 42 tons; Soft wood, 11 cords; total fuel consumed, 47 tons; miles run 6,978; average pounds consumed per mile, 13.61; cost at distributing point, coke, \$4.50; wood, \$3.80.

BRIDGES, TRESTLES, TUNNELS, Etc.

One trestle, 315 feet 6 inches in length.

Gauge of track, 4 feet, 8½ inches. 3 miles.

Report of the Phillips and Rangeley Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Phillips and Rangeley Railroad Company.

Date of organization, April 17, 1889.

Organized under the laws of the State of Maine, chapter 545, private and special laws of 1889.

ORGANIZATION.

Names of Directors.	Post office Address.	Date of Expiration of Term.
H. P. CLOSSON	Randolph, Maine	April, 1892.
WESTON LEWIS	Gardiner, Maine	"
CALVIN PUTNAM	Danvers, Mass.	"
LUTHER HILL	Rangeley, Maine	"
A. M. SPEAR	Gardiner, Maine	"
GEORGE M. GOODWIN	Haverhill, Mass.	"
HEBER BISHOP	Boston, Mass.	"
H. A. RICH	Woodfords, Maine	"

Total number of stockholders at date of last meeting, 29.

Date of last meeting of stockholders for election of directors, April 15, 1891.

Post office address of general office, Phillips, Franklin County, Maine.

Post office address of operating office, Phillips, Franklin County, Maine.

OFFICERS.

Title.	Name.	Location of Office.
President	H. P. CLOSSON	Randolph, Maine.
Clerk	F. E. TIMBERLAKE	Phillips, Maine.
Treasurer	F. E. TIMBERLAKE	Phillips, Maine.
General Manager	W. A. RICH	Phillips, Maine.
General Superintendent	L. H. WHEATON	Phillips, Maine.
General Passenger Agent	A. B. GILMORE	Haverhill, Mass.
General Ticket Agent	A. B. GILMORE	Haverhill, Mass.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Phillips and Rangeley Railroad.....	Phillips ..	Rangeley ..	28.60

CAPITAL STOCK.

Description.	No. of shares authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common	750	\$100	\$75,000 00	\$73,980 00
MANNER OF PAYMENT FOR CAPITAL STOCK.			Number of shares issued during year.	Total cash realized.
				\$72,980
Issued for services.....			10	1,000
Total.....			-	\$73,980

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued	INTEREST.	
	Date of issue.	When due.					Rate.	When payable.
Mortgage bonds	Aug. 1 1890.	Aug. 1 1910.	150,000	150,000	150,000	70,980 61	5 %	Aug. and Feb. 1st.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Am't issued.	Amount outstanding	INTEREST.	
			Am't accrued during year.	Amount paid during year.
Mortgage bonds	\$150,000 00	\$150,000 00		

Amount received from bonds, \$131,624.80; entries not all on books.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$2,600 90	Loans and bills payable	\$15,847 50
Bills receivable.....	628 00	Audited vouchers and acc'ts.	5,485 86
Due from agents	1,043 42	Wages and salaries.....	1,855 19
Net traffic balances due from other companies.	1,060 13	Net traffic balances due to other companies	554 91
Due from solvent companies and individuals	8,691 69	Total	\$23,743 46
Other cash assets, excluding materials and supplies. ...	1,020 00		
Balance—current liabilities,	8,699 32		
Total	\$23,743 46		

Materials and supplies on hand, \$3,748.72.

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.		Remarks.
			Miles.	Amount.	
Capital stock..	\$73,980	\$ 73,980 00	28.60	\$2,586 90	Road not completed.
Bonds	-	131,624 80			
Total	-	\$205,604 80	28.60	\$7,188 97	

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT, THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Phillips & Rangeley R. R.	\$75,000	\$131,624 80	\$8,699 32	\$215,324 12	28.60	\$7,528 81

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, not included in operating expenses, charged to construction or equipm't	Total cost to June 30, 1890.	Total cost to June 30, 1891.
Construction:			
Right of way and other real estate.	-	-	\$3,457 52
Buildings, furniture and fixtures	-	-	381 13
Engineering expenses	-	-	2,019 27
Road built by contract	-	-	170,892 99
Other items	-	-	15,877 83
Total construction	-	-	\$192,628 98
Equipment:			
Locomotives	\$5,575 00		
Passenger cars	5,000 00		
Other cars of all classes.	8,012 16		
Total equipment	\$18,587 16	-	18,587 16
Grand total cost construction, equipment, etc.	-	-	\$211,216 14

INCOME ACCOUNT.

Gross earnings from operation, estimated	\$7,124 70
Less operating expenses	7,783 96
Deficit	\$659 26

EARNINGS FROM OPERATION.

Passenger revenue.....	\$1,063 82
Freight revenue	3,957 48
Total passenger and freight earnings collected.....	\$5,021 30
Passenger and freight earnings uncollected	2,103 40
Total earnings	\$7,124 70

OPERATING EXPENSES.

Item.	Total.
Maintenance of way and structures:	
Repairs of roadway, renewals of rails, renewals of ties, repairs of bridges and culverts.....	\$2,080 64
Other expenses	50 19
Total	\$2,130 83
Repairs and renewals of locomotives, repairs and renewals of passenger cars	\$268 75
Conducting transportation:	
Wages of enginemen, firemen, and round-housemen	\$1,255 86
Fuel for locomotives.....	2,090 78
All other supplies for locomotives and cars	183 26
Wages of other trainmen.....	618 55
All other train supplies.....	65 09
Wages of switchmen, flagmen and watchmen, and work on cars ..	432 50
Other expenses.....	136 92
Total.....	\$4,783 96
General expenses:	
Salaries of officers	\$200 00
Salaries of clerks.....	56 00
General office expenses and supplies ..	41 00
Stationery and printing.....	234 94
Other general expenses	137 96
Total.....	\$669 90
Recapitulation of expenses:	
Maintenance of way and structures	\$2,130 83
Maintenance of equipment	268 75
Conducting transportation ..	4,783 96
General expenses.....	669 90
Grand total.....	\$7,853 44

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1891.		YEAR ENDING JUNE 30, 1891.	
	Item.	Total.	Increase.	Decrease.
Cost of road, construction account.....	-	\$188,790 09		
Cost of equipment.....	-	18,587 16		
Lands owned.....	-			
Real estate and right of way	-	3,457 52		
Cash	-	2,600 90		
Other assets:				
Materials and supplies...	-	2,071 72		
Bills receivable	-	628 00		
Furniture, etc.	-	381 37		
Profit and loss.....	-	4,935 54		
Grand total	-	\$221,452 30		
LIABILITIES.				
Capital stock.....	-	\$ 73,980 00		
Funded debt	-	131,624 80		
Bills payable, notes outstanding.....	-	15,847 50		
Grand total	-	\$221,452 30		

TRIAL BALANCE, JUNE 30, 1891.

LIABILITIES.

Stock account	\$ 73,980 00
Maine Trust and Banking Company	131,624 80
Bills payable.....	15,847 50
	<hr/>
	\$221,452 30

RESOURCES

Real estate and right of way.....	\$3,457 52
Furnitures and fixtures	381 37
Equipment account	18,587 16
Bills receivable	628 00
Construction account.....	188,790 09
Operating expenses	2,071 72
Profit and loss.....	4,935 54
Cash on hand and on deposit.....	2,600 90
	<hr/>
	\$221,452 30

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3	-	\$1,200 600 300	
Station agents	2	-	-	\$1 20
Other station men	1	-	-	2 00
Enginemen	3	-	-	1 25
Firemen	3	-	-	1 75
Conductors	1	-	-	1 10
Other trainmen	1	-	-	
Section foremen	4	-	-	1 50
Other trackmen	12	-	-	1 20
Switchmen, flagmen and watchmen	1	-	-	1 10
Total, including general officers	31			
Less general officers	3			
Total, excluding general officers	28			

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, num- ber cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue,	1,295			
Number of passengers carried one mile	27,097			
Average distance carried	20.50			
Total passenger revenue	-	1,063	82	
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	4,360			
Number of tons carried one mile	61,042			
Average distance haul of one ton.	14			
Total freight revenue	-	3,957	48	
TRAIN MILEAGE:				
Miles run by passenger trains	4,852			
Miles run by mixed trains	3,800			
Total mileage trains earning revenue.. . .	8,652			

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		Number.	Kind.	Number.	Kind.
Locomotives:					
Passenger.....	2				
Freight.....	1				
Total locomotives.....	3	3	Eames Vac.		
Cars in passenger service:					
First-class passenger cars.....	1	1	Eames Vac.		
Combination cars.....	1	1	Eames Vac.		
Baggage, express, and postal cars.....	1				
Total.....	3				
Cars in freight service:					
Box cars.....	2				
Flat cars.....	25				
Other cars.....	10				
Total.....	37				
Grand total cars.....	40				

Miles of single track, 28.60; sidings, 1.55. Rails, steel.

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING THE YEAR.				NEW TIES LAID DURING THE YEAR.		
Kind.	Tons.	Weight per yard.	Price per ton at distributing point.	Kind.	Number.	Average price at distributing point
Steel	165,770	35 lbs	\$35.30	Cedar and Hackmatack ..	79,030	.09

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length —feet.	Minimum length —feet.	Maximum length —feet.	Item.	Number.	Height of lowest above surface of rail—feet
Wooden bridges	6	450	50	200			
Trestles	6	672	42	420			

Track, 30.14 miles; gauge, 2 feet.

**Report of the Portland Railroad Company for the
Year Ending June 30, 1891.**

HISTORY.

Name of common carrier making this report? Portland Railroad Company.

Date of organization, March 19, 1860.

Organised under the laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post office Address.	Date of Expiration of Term.
WM. R. WOOD.....	Portland, Me.	
CHARLES F. LIBBY	"	
WM. G. DAVIS	"	
H. M. HART	"	
WM. A. WHEELER	Norfolk, Va.	

Total number of stockholders at date of last election, 92.

Date of last meeting of stockholders for election of directors, January 21, 1891.

Post office address of general office, Portland, Me.

Post office address of operating office, Portland, Me.

OFFICERS.

Title.	Name.	Location of Office.
President	WM. R. WOOD.....	Portland, Me.
Secretary	E. A. NEWMAN.....	"
Treasurer	E. A. NEWMAN.....	"
General Manager.....	E. A. NEWMAN.....	"

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Portland Railroad.....	In Portland ..	Deering	11.31

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Common	5,000	\$100	\$500,000 00	\$200,000 00

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
Issu'd for cash: Common	-	-	2,000	\$200,000

Dividends declared during the year, \$12,000; rate, 6 per cent.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item	Expenditures during year, charged to construction account.	Total cost to June 30, 1891.	Cost per mile.
Construction:			
Real estate.....	\$24,104 57	\$ 76,894 40	
Ties, road bed and track.....	7,015 63	176,101 08	
Power equipments.....	5,911 00	5,911 00	
Purchase of constructed road.....	-	1,225 00	
Total construction.....	\$37,031 20	\$260,131 48	
Equipment:			
Horses.....	-	\$33,304 28	
Passenger cars.....	\$5,825 00	39,166 90	
Total equipment.....	\$5,825 00	\$72,471 18	
Grand total cost construction, equipment, etc.	\$42,856 20	\$332,602 66	\$29,407 80

INCOME ACCOUNT.

Gross earnings from operation.....	\$140,750 60	
Less operating expenses.....	123,349 54	
Income from operation.....		\$17,401 06
Miscellaneous income—less expenses		1,701 22
Total income		\$19,102 28
Deductions from income:		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	\$1,975 08	
Taxes.....	2,341 84	
Total deductions from income.....		4,316 92
Total income.....		\$14,785 36
Dividends, 6 per cent, common stock.....		12,000 00
Surplus from operations of year ending June 30, 1891.		\$2,785 36

EARNINGS FROM OPERATION.

Item.	Actual earnings.
Total passenger revenue.....	\$140,750 60

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
House rents.....	\$ 399 00	\$70 84	\$ 328 16
Sale of manure.....	1,124 87	-	1,124 87
Advertising in cars.....	240 83	-	240 83
Miscellaneous receipts.....	7 36	-	7 36
Total	\$1,772 06	\$70 84	\$1,701 22

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of Way and Structures:			
Repairs of roadway.....	\$5,837 77		
Renewals of rails.....	433 28		
Repairs of buildings.....			
Total	\$5,520 55		
Maintenance of Equipment:			
Renewals of horses.....	\$2,684 78		
Repairs and renewals of passenger cars..	8,077 63		
Shop machinery, tools, blacksmith shop:	1,486 22		
Total	\$12,248 63		
Conducting Transportation:			
Drivers, conductors and hostlers	\$52,960 67		
Hay and grain	26,042 65		
Straw	2,144 30		
Harnesses.....	978 63		
Injuries to persons.....	1,290 85		
Other expenses—removing snow, etc.....	7,111 83		
Coal and oil.....	514 36		
Total	\$91,043 29		
General expenses:			
Salaries of officers.....	\$3,866 67		
Salaries of clerks.....	1,906 65		
Insurance.....	1,210 86		
Rents not otherwise provided for.....	1,260 00		
Stationery and printing.....	\$10 30		
Other general expenses	6,182 59		
Total	\$14,537 07		
Recapitulation of expenses:			
Maintenance of way and structures	\$ 5,520 55		
Maintenance of equipment	12,248 63		
Conducting transportation	91,043 29		
General expenses.....	14,537 07		
Grand total.....	\$123,349 54		

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
		Increase.	Decrease.
Cost of road	\$176,101 05	\$7,015 63	
Cost of equipment	39,166 90	5,825 00	
Power station equipments	5,911 00	5,911 00	
Lands owned, real estate account	76,894 40	24,104 57	
Horse account	33,304 28	-	\$989 49
Ocean Side R. R. account	1,225 00		
Cash and current assets	6,207 69	3,811 16	
Materials and supplies	514 36	514 36	
Grand total	\$339,324 71	\$47,181 72	\$989 49
LIABILITIES.			
Capital stock	\$200,000 00		
Notes payable.	81,500 00	\$43,500 00	
Profit and loss.	57,824 71	2,692 23	
Grand total	\$339,323 71	\$46,192 23	

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	-	-	\$3,666 67	
General office clerks	3	1,093	1,906 65	\$1 74
Conductors and drivers	57	20,848	33,317 18	1 60
Carpenters	12	3,609	8,552 21	2 37
Section foremen	1	365	600 00	1 64
Hostlers and tow boys	41	15,113	19,643 49	1 30
Total	114	41,028	\$67,686 20	
Distribution of above:				
General administration	-	-	\$5,573 32	
Maintenance of way and structures	1	365	600 00	
Maintenance of equipment	12	3,609	8,552 21	
Conducting transportation	98	35,961	52,960 67	
Total	111	-	\$67,686 20	
Less general officers	3	-	3,666 67	
Total	-	-	\$64,019 53	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, number cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills
Passenger traffic:				
Number of passengers carried earning revenue.	2,823,153			
Total passenger revenue.....		\$140,750	60	
Average amount received from each passenger,			04	98
Total passenger earnings		140,750	60	
Passenger earnings per mile of road		12,444	78	
Passenger :				
Passenger revenue.....		140,750	60	
Gross earnings from operation		140,750	60	
Expenses		123,349	54	
Expenses per mile of road		10,906	23	

DESCRIPTION OF EQUIPMENT.

TOTAL NUMBER AT THE END OF THE YEAR.

First-class passenger cars ..	52
Gravel cars	4
Total cars owned.....	56

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Miles of single track	11.31	-	11.31	1.25	13.35
Miles of second track	2.50	-	2.50		
Miles of yard track and sidings ....	.79	-	.79		
Total mileage operated, (all tracks	14.60	-	14.60	1.25	13.35

Gauge of track, 4 feet, 8½ inches.

ACCIDENTS TO PERSONS.

A passenger injured by a collision. One trespasser injured.

Report of the Portland and Rochester Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Portland and Rochester Railroad Company.

Date of organization, March 8, 1881.

Organized under the laws of the State of Maine; act of incorporation approved February 3, 1881. State of New Hampshire act of incorporation approved July 27, 1881.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Chartered as York and Cumberland Railroad Company, July 20, 1846; sold under foreclosure to Portland and Rochester Railroad Company, placed in hands of receiver February 1, 1877; sold under foreclosure and purchased by existing corporation which assumed possession May 1, 1881.

ORGANIZATION.

Names of Directors.	Post office Address.	Date of Expiration of Term.
GEORGE P. WESCOTT.....	Portland, Maine.....	December 4, 1891.
W. L. PUTNAM.....	"	"
NATHAN WEBB.....	"	"
JOSEPH S. RICKER.....	"	"
CHARLES MCCARTHY, JR.....	"	"
STEPHEN L. YOUNG.....	Brunswick, Maine.....	"
GEORGE C. LORD.....	Newton, Mass.	"
ARTHUR SEWALL.....	Bath, Me.....	"
JAMES T. FURBER	Great Falls, N. H.....	"

Total number of stockholders at date of last election, 91.

Date of last meeting of stockholders for election of directors, December 4, 1890.

Post office address of general office, Portland, Maine.

Post office address of operating office, Portland, Maine.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	GEORGE P. WESCOTT	Portland, Maine.
President.....	GEORGE P. WESCOTT.....	"
Treasurer.....	WILLIAM H. CONANT.....	"
Attorney, or General Counsel ..	WILLIAM L. PUTNAM.....	"
General Superintendent.....	JOSEPH W. PETERS.....	"
General Freight Agent.....	T. F. TOLMAN.....	"
General Ticket Agent.....	CHARLES J. WIGGIN.....	"

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Portland & Rochester R. R.	Portland, Me.....	Rochester, N. H.,	52.50

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common ...	5,918	\$100	\$600,000 00	\$591,800 00	6%	\$35,508 00
Scrip	-	-	-	270 45	-	16 22
Total	5,918	-	\$600,000 00	\$592,070 45		\$35,524 22

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAY'T OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash ...	\$1,082 98	Loans and bills payable	\$41,000 00
Bills receivable.....	250 00	Balance—cash assets.....	33,308 66
Net traffic balances due from other companies .	178 54		
Due from solvent companies and individuals	106 30		
Advances, Portland & Rochester extension...	72,690 84		
Total ..	\$74,308 66	Total.....	\$74,308 66

Materials and supplies on hand, \$19,230.26.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	AM'T PER MI OF ROAD.	
		Miles.	Amount.
Capital stock.....	\$592,070 45	52.50	\$11,277 53

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACMAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road	Capital stock.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD	
				Miles.	Amount
Portland & Rochester R.R.	\$592,070 45	\$41,00 ⁿ	\$633,070 45	52.50	\$12,058 48

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Grand total cost construction, equipment, etc., to June 30, 1891, \$592,070.45; cost per mile, \$11,277.53. All new equipment charged to operations.

INCOME ACCOUNT.

Gross earnings from operation.....	\$242,366 73
Less operating expenses.....	191,778 79
Income from operation.....	50,587 94
Miscellaneous income, less expenses.....	1,564 84
Total income.....	\$52,152 78
Deductions from income:	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	\$ 70 98
Taxes.....	3,103 22
Total deductions from income.....	3,174 20
Net income.....	\$48,978 58
Dividends 6 per cent, common stock.....	\$35,524 22
Other payments from net income.....	6,029 83
Total.....	41,554 05
Surplus from operations of year ending June 30, 1891.....	7,424 53
Surplus on June 30, 1890.....	104,490 11
Surplus on June 30, 1891.....	\$111,914 64

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of re- payments, etc	Actual earnings.
Passenger:			
Passenger revenue.....	\$98,103 97		
Tickets redeemed	-	\$100 32	
Excess fares refunded	-	316 15	
Other repayments.....	-	249 70	
Total deductions	-	\$666 17	
Total passenger revenue.	-	-	\$97,437 80
Mail	-	-	7,257 32
Express.....	-	-	2,826 09
Total passenger earnings	-	-	\$107,521 21
Freight:			
Freight revenue	\$137,180 83		
Overcharge to shippers	-	\$2,428 20	
Total freight earnings	-	-	134,752 63
Total passenger and freight earnings,	-	-	\$242,273 84
Car mileage—balance	-	-	92 89
Total gross earnings from operation—	-	-	\$242,366 73
entire line.....	-	-	
Total gross earnings from operation—	-	-	\$226,208 95
Maine	-	-	

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses	Net Miscellaneous Income.
Rents of buildings	-	-	\$1,549 02
Grass sold.....	-	-	15 82
Total	-	-	\$1,564 84

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$22,860 93	\$13,580 13	\$36,441 06
Renewals of rails	2,613 66	1,552 60	4,166 26
Renewals of ties	2,273 99	1,350 83	3,624 82
Repairs of bridges and culverts	995 53	591 37	1,586 90
Repairs of fences, road crossings, signs and cattle guards	748 10	444 39	1,192 49
Repairs of buildings	5,273 07	3,132 37	8,405 44
Repairs of docks and wharves	-	608 74	608 74
Other expenses	1,801 95	1,070 41	2,872 36
Total	\$36,567 23	\$22,330 84	\$58,898 07
Maintenance of equipment:			
Repairs and renewals of locomotives ..	\$8,861 56	\$5,264 05	\$14,125 61
Repairs and renewals of passenger cars,	6,969 68	-	6,969 68
Repairs and renewals of freight cars ..	-	5,850 53	5,850 53
New equipment	4,667 41	2,772 59	7,440 00
Shop machinery, tools, etc	640 91	380 72	1,021 63
Other expenses	11 97	7 11	19 08
Total	\$21,151 53	\$14,275 00	\$35,426 53
Conducting transportation:			
Wages of enginemen, firemen, and round-housemen	\$ 9,742 36	\$5,787 27	\$15,529 63
Fuel for locomotives	15,309 68	9,094 44	24,404 12
Water-supply for locomotives	322 78	191 74	514 52
All other supplies for locomotives	1,122 51	666 81	1,789 32
Wages of other trainmen	8,435 88	5,011 18	13,447 06
All other train supplies	562 21	333 97	896 18
Wages of switchmen, flagmen, and watchmen	3,611 36	2,145 26	5,756 62
Expense of telegraph, including train- dispatchers and operators	862 59	512 41	1,375 00
Wages of station agents, clerks, and laborers	8,322 03	4,943 55	13,265 58
Loss and damage	566 49	336 52	903 01
Injuries to persons	-	-	301 19
Other expenses	225 85	134 15	360 00
Total	\$49,083 74	\$29,157 30	\$78,542 23
General expenses:			
Salaries of officers	\$ 4,265 91	\$2,534 09	\$6,800 02
Salaries of clerks	2,540 39	2,259 62	4,800 00
General office expenses and supplies ..	128 53	76 35	204 88
Advertising	346 24	205 68	551 92
Insurance	462 28	274 61	736 89
Rents not otherwise provided for	250 94	149 06	400 00
Legal expenses	1,159 41	688 73	1,848 14
Stationery and printing	1,240 79	737 07	1,977 86
Other general expenses	1,187 83	705 61	1,893 44
Total	\$11,582 32	\$7,630 82	\$19,213 15

OPERATING EXPENSES—*Concluded.*

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Recapitulation of expenses:			
Maintenance of way and structures....	\$36,567 23	\$22,330 84	\$58,898 07
Maintenance of equipment.....	21,151 53	14,275 00	35,426 53
Conducting transportation.....	49,083 74	29,157 30	78,241 04
General expenses.....	11,582 32	7,630 82	19,213 14
Grand total.....	\$118,384 82	\$73,393 96	\$192,079 98
Percent. of expenses to earnings, entire line	-	-	79.127
Operating expenses—State of Maine:			
Maintenance of way and structures....	\$34,485 84	\$20,485 69	\$54,971 53
Maintenance of equipment.....	20,742 85	12,321 91	33,064 76
Conducting transportation.....	45,811 48	27,213 49	73,024 97
General expenses.....	11,249 63	6,682 64	17,932 27
Total.....	\$112,289 80	\$66,703 73	\$178,993 53
Percentage of expenses to earnings—Maine	-	-	.79

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
		Increase.	Decrease.
Cost of road.....	\$592,070 45		
Cost of equipment.....			
Lands owned.....	59,375 72	\$7,498 44	
Cash and current assets.....	33,308 66	1,376 96	
Materials and supplies.....	19,230 26	2,047 73	
Sundries.....	-	-	\$3,498 60
Grand total.....	\$703,985 09	\$10,923 13	
LIABILITIES.			
Capital stock.....	\$592,070 45		
Profit and loss.....	111,914 64	\$7,424 53	
Grand total.....	\$703,985 09	\$7,424 53	

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3	939	\$6,800 02	\$7 24
General office clerks	8	2,504	4,800 00	1 91
Station agents	17	5,321	9,032 68	1 69
Other station men	11	3,443	4,233 00	1 23
Enginemen	9	2,817	8,732 70	3 10
Firemen	8	2,504	4,382 00	1 75
Conductors	6	1,878	4,560 00	2 42
Other trainmen	17	5,321	8,886 07	1 67
Machinists	5	1,565	3,364 75	2 15
Carpenters	7	2,191	4,382 00	2 00
Other shopmen	11	3,443	6,416 50	1 86
Section foremen	12	3,756	5,712 25	1 52
Other trackmen	53	17,215	20,784 27	1 25
Switchmen, flagmen and watchmen	11	3,443	5,474 37	1 59
Telegraph operators and dispatchers	3	939	1,375 00	1 46
All other employees and laborers	7	2,191	2,944 00	1 34
Total, including general officers	188	59,470	101,879 61	1 71
Less general officers	3	939	6,800 02	7 24
Total, excluding general officers	185	58,531	\$95,079 59	\$1 62
Distribution of above:				
General administration	11	3,443	\$11,600 02	\$3 37
Maintenance of way and structures	72	23,162	29,440 52	1 27
Maintenance of equipment	23	7,199	14,163 25	1 96
Conducting transportation	82	25,666	46,675 82	1 82
Total, including general officers	188	59,470	101,879 61	1 71
Less general officers	3	939	6,800 02	7 24
Total, excluding general officers	185	58,531	\$95,079 59	\$1 62

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

Item.	Column for ton- nage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue,	340,807			
Number of passengers carried one mile	3,567,600			
Average distance carried	10.46			
Total passenger revenue	-	\$97,437	80	
Average amount received from each passenger,	-		28	590
Average receipts per passenger per mile	-		02	731
Estimated cost of carrying one passenger one mile	-		03	318
Total passenger earnings	-	107,521	21	
Passenger earnings per mile of road	-	2,048	02	304
Passenger earnings per train-mile	-		85	874
FREIGHT TRAFFIC:				
Number of tons carried of freight earning re- venue	181,550			
Number of tons carried one mile	6,354,804			
Average distance haul of one ton	43.615			
Total freight revenue	-	134,752	63	
Average amount rec'd for each ton of freight...	-		74	223
Average receipts per ton per mile	-		02	120
Estimated cost of carrying one ton one mile...	-		01	154
Total freight earnings	-	134,752	63	
Freight earnings per mile of road	-	2,566	71	676
Freight earnings per train-mile	-		181	177
PASSENGER AND FREIGHT:				
Passenger and freight revenue	-	232,190	43	
Passenger and freight revenue per mile of road,	-	4,422	67	485
Passenger and freight earnings	-	242,273	84	
Passenger and freight earnings per mile of road,	-	4,614	73	980
Gross earnings from operation	-	242,366	73	
Gross earnings from operation per mile of road,	-	4,616	50	914
Expenses	-	191,778	79	
Expenses per mile of road	-	3,652	92	933
TRAIN MILEAGE:				
Miles run by passenger trains	125,207			
Miles run by freight trains	74,376			
Total mileage trains earning revenue	199,583			
Miles run by switching trains	30,546			
Miles run by construction and other trains...	28,278			
Grand total train mileage	258,407			

PASSENGER AND FREIGHT, AND TRAIN MILEAGE—*Concluded.*

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills
Mileage of loaded freight cars—north or east..	273,800			
Mileage of loaded freight cars—south or west..	443,946			
Mileage of empty freight cars—north or east..	126,180			
Mileage of empty freight cars—south or west ..	17,914			
Average number of freight cars in train.....	19			
Average number of loaded cars in train.....	15			
Average number of empty cars in train	4			
Average number of tons of freight in train ...	127			
Average number of tons of freight in each loaded car	8			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger	-	6	4	Westinghouse Automatic,	1	Miller.
Freight	1	3	2			
Switching	-	1				
Total locomotives.	1	10	6		1	
Cars in passenger service:						
First-class passenger cars..	-	10	8	Westinghouse Automatic,	8	Miller.
Combination passenger cars	-	4	3	" "	4	"
Baggage, express and postal cars	-	3	2	" "	3	"
Other cars in passenger service	-	1				
Total	-	18	13		15	
Cars in freight service:						
Box cars	-	91				
Flat cars	-	133				
Coal cars	-	20				
Total	-	244				
Cars in company's service:						
Gravel cars	10	31				
Derrick cars	-	1				
Caboose cars	-	4				
Other road cars	-	2				
Wrecking car	1	1				
Total	11	39				
Grand total cars	11	301			15	

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock (Main Line).	Total mileage operated.	Steel Rails.
Miles of single track	52.50	52.50	52.50
Miles of yard track and sidings	15.53	15.53	2.14
Total mileage operated	68.03	68.03	54.64
MILEAGE OPERATED AND OWNED BY ROAD MAKING THIS REPORT.			
State of Maine	49.00		49.00
State of New Hampshire	3.50		3.50
Total mileage operated (single track) ..	52.50		52.50

New line constructed during year, 1.71 miles.

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING THE YEAR.				NEW TIES LAID DURING THE YEAR.		
Kind.	Tons.	Weight per yard.	Price per ton at distributing point.	Kind.	Number.	Average price at distributing point
Steel	126.10	60 lbs	\$33 04	Cedar	9,362	27.69
				Pine Switch	600	86.66
				Oak Switch	540	94.81
				Total	10,502	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.		WOOD—CORDS.		Total fuel consumed— tons.	Miles run.	Average lbs. consumed per mile.
	Bituminous.		Hard.	Soft.			
Passenger	3201.55	-	-	-	-	125,207	51.14
Freight	2170.47	-	-	-	-	75,716	57.33
Switching	528.78	-	-	-	-	31,736	46.59
Construction	739.43	-	-	-	-	26,748	39.54
Total	6128.78	6640.23	-	-	-	259,407	51.19
	(Gross.)	(Net)					

Average cost of coal per ton at distributing point: gross, \$3.69; net, \$3 41.

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.				PASSENGERS	OTHERS.			
	Trainmen.		Total.		Injured.	Trespassing.		Total.	
	Killed.	Inj'd.	Killed.	Inj'd.		Killed.	Inj'd.	Killed.	Inj'd.
Coupling and uncoupling	-	2	-	2	-	-	-	-	-
Other causes	-	-	-	-	-	-	1	-	1

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Height of low-est above sur-face of rail.
		Ft. In.	Ft. In.	Ft. In.	Ft. In.
Bridges:					
Iron	2	614.06	66.00	548.06	
Wooden	7	648.09	44.00	257.00	
Total	9	1,263.03			
Overhead Highway Crossings:					
Bridges	6	-	-		13.11

Gauge of tracks, 4 feet, 8½ inches.

TELEGRAPH OWNED BY ANOTHER COMPANY, BUT LOCATED ON
PROPERTY OF ROAD MAKING THIS REPORT.

Western Union, 52.50 miles of wire, operated by Portland and Rochester Railroad.

Report of the Portland, Saco and Portsmouth Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Portland, Saco and Portsmouth Railroad Company.

Date of organization, 1837. Incorporated March 14, 1837.

Organized under the laws of the State of Maine, chapter 266, laws of 1837.

This road is operated by the Boston and Maine Railroad Company.

ORGANIZATION.

Names of Directors.	Post office Address.	Date of Expiration of Term.
SAMUEL C. LAWRENCE	Medford, Mass.	First Monday of June, 1892
FRANK JONES	Portsmouth, N. H.	" "
WALTER HUNNEWELL	Wellesley, Mass.	" "
ARTHUR SEWALL	Bath, Me.	" "
DANIEL W. LAWRENCE	Medford, Mass.	" "
F. R. BARRETT	Portland, Me.	" "
GEO. O. CARPENTER	Boston, Mass.	" "

Total number of stockholders at date of last meeting, 1369.

Date of last meeting of stockholders for election of directors, June 1, 1891.

Post office address of general office, Portland, Saco and Portsmouth Railroad Company, Causeway Street, Boston, Mass.

Post office address of operating office, Boston and Maine Railroad, Boston, Mass.

OFFICERS.

Title.	Name.	Location of Office.
President	SAMUEL C. LAWRENCE	Boston, Mass.
Vice President	FRANK JONES	"
Treasurer	EDWARD LESLEY	"

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Name.	TERMINALS.		By what company operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Portland Saco and Portsmouth R. R.	Portland, Me.	Port'mth N. H.	Boston & Maine R. R. Co...	Lease...	50.76

Leased to the Eastern Railroad Company, and is a part of the through line between Portland and Boston now operated by the Boston and Maine Railroad Company, receiving as rental six dollars per share per annum, which is paid to the stockholders semi-annually. Contract dated May 4, 1871, and is to continue in force until such time as the Eastern Railroad Company, by default, shall cease to pay regular semi-annual dividends of three per cent. This contract now assumed by the Boston and Maine Railroad Company.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Common	15,000	\$100	\$1,500,000 00	\$1,500,000

Dividends declared during the year, \$90,000; rate, 6 per cent.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$ 5,755 66	Dividends not called for	\$ 666 00
Due from solvent companies and individuals	45,000 00	Rentals due July 1	45,000 00
		Balance—cash assets	5,089 66
Total	\$50,755 66	Total	\$50,755 66

RECAPITULATION
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock	\$1,500,000 00	\$1,500,000	50.76	\$29,551 00

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Total Cost to June 30, 1891.	Cost per Mile.
Construction:		
Right of way.....	\$148,447 61	\$2,924 00
Fences.....	33,682 58	664 00
Grading and bridge and culvert masonry.....	524,741 07	10,338 00
Bridges and trestles.....	108,847 93	2,145 00
Ties.....	391,473 40	7,712 00
Buildings, furniture and fixtures.....	174,135 96	3,430 00
Other items.....	1,116 45	22 00
Total construction	\$1,382,445 00	\$27,235 00
Equipment:		
Locomotives	\$67,200 00	\$1,324 00
All other equipment	29,355 00	578 00
Total equipment.....	\$96,555 00	\$1,902 00
Grand total cost construction, equipment, etc.....	\$1,479,000 00	\$29,137 00

INCOME ACCOUNT.

Income from lease of road.....	\$90,000 00
Miscellaneous income—less expenses	173 29
Total income.....	\$90,173 29
Dividends, 6 per cent, common stock	90,000 00
Surplus from operations of year ending June 30, 1891	\$173 29
Surplus on June 30, 1890.....	3,916 37
Surplus on June 30, 1891	\$4,089 66

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS JUNE 30, 1891.

Total cost of road.....	\$1,382,445 00
Cost of equipment.....	96,555 00
Property, Portsmouth bridge, etc.....	20,000 00
Cash and current assets.....	5,089 66
Grand total	\$1,504,089 66

LIABILITIES JUNE 30, 1891.

Capital stock	\$1,500,000 00
Profit and loss	4,089 66
Grand total.....	\$1,504,089 66

Report of the Rockport Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Rockport Railroad Company.

Date of organization? May 18, 1886.

Organized under the laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post-office Address.	Date of expiration of Term.
S. D. CARLETON	Rockport, Me.....	July 7, 1892.
P. J. CARLETON	"	"
S. B. SHEPHERD	"	"
H. L. SHEPHERD.....	"	"
OLIVER P. SHEPHERD.....	"	"
RALPH W. CARLETON	"	"

Total number of stockholders at date of last election, 10.

Date of last meeting of stockholders for election of directors, first Tuesday in July,
1891.

Post office address of general office, Rockport, Me.

Post office address of operating office, Rockport, Me.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	P. J. CARLETON	Rockport, Me.
President	P. J. CARLETON	"
Secretary	S. H. LOVEJOY	"
Treasurer	H. L. SHEPHERD	"
Attorney, or General Counsel, H. B. CLEAVES.....		Portland, Me.
Chief Engineer.....	M. M. ROLLINS	Rockport, Me.
General Superintendent	P. J. CARLETON	"

PROPERTY OPERATED.

Name	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Rockport Railroad.....	Simonton Corner	Rockport	3	

CAPITAL STOCK.

Description.	No. of shares authorized.	Par Value of Shares. •	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common	300	\$100	\$30,000 00	\$30,000 00

Stock issued for cash.

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.		Remarks.
			Miles.	Amount.	
Capital stock .	\$30,000	-	3	\$10,000	

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EX-
CLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE. OF ROAD.	
					Miles	Amount.
Rockport Railroad,	\$30,000	-	-	\$30,000	3	\$10,000

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, charged to construction account.	Total cost to June 30, 1891.	Cost per mile.
Total Construction	-	\$22,000 00	\$7,333 33
Equipment:			
Locomotives	-	\$5,000 00	
Freight cars	-	3,000 00	
Total equipment	-	\$8,000 00	2,666 66
Grand total cost construction, equipment, etc.	-	\$30,000 00	\$10,000 00

INCOME ACCOUNT.

Gross earnings from operation (entirely freight)	\$9,297 88	
Less operating expenses	6,867 14	
Total income from operation		\$2,430 74
Surplus from operations of year ending June 30, 1891.		\$2,430 74
Surplus on June 30, 1890.		2,559 66
Surplus on June 30, 1891.		\$4,990 40

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of Way and Structures:			
Repairs of roadway.....	-	\$2,892 14	
Renewals of ties	-	35 00	
Repairs of bridges and culverts.....	-	750 00	
Repairs of fences, road-crossings, signs, and cattle guards	-	150 00	
Total	-		\$3,737 14
Maintenance of Equipment:			
Repairs and renewals of freight cars.....	-	\$500 00	
Other expenses.....	-	125 00	
Total.....	-		625 00
Conducting Transportation:			
Wages of enginemen, firemen and round- housemen	-	\$780 00	
Fuel for locomotives.....	-	600 00	
Water-supply for locomotives.....	-	25 00	
All other supplies for locomotives.....	-	100 00	
Wages of other trainmen	-	1,000 00	
Total.....	-		2,505 00
Recapitulation of Expenses:			
Maintenance of way and structures	-	\$3,337 14	
Maintenance of equipment.....	-	625 00	
Conducting transportation	-	2,505 00	
Total	-		6,867 14
Percentage of expenses to earnings.....	-	-	.74

COMPARATIVE GENERAL BALANCE SHEET.

Assets, June 30, 1891.		Liabilities, June 30, 1891.	
Cost of road.....	\$22,000 00	Capital stock	\$30,000 00
Cost of equipment.....	8,000 00	Profit and loss.....	2,430 74
Profit and loss.....	2,430 74		
Grand total	\$32,430 74	Grand total.....	\$32,430 74

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers*.....	3	-		
Enginemen	1	-	\$ 780	\$2 50
Firemen				
Other trainmen.....	2	-	1,000	1 60
Total.....	3	-	\$1,780	\$1 90
Distribution of above:				
General administration	3	-		
Conducting transportation.	3	-		
Total, including general officers	6	-	\$1,780	\$1 90

* Without compensation.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, num- ber cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills.
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue (limestone)	17,125			
Number of tons carried one mile	51,375			
Average distance haul of one ton.	3			
Total freight revenue	-	9,297	88	
Average amount received for each ton of freight ..	-		56	
Average receipts per ton per mile	-		18	38
Estimated cost of carrying one ton one mile....	-		18	33
Gross earnings from operation	-	9,297	88	
Gross earnings from operation per mile of road ..	-	3,099	29	
Miles run by freight trains	3,600			
Total mileage trains earning revenue.....				

DESCRIPTION OF EQUIPMENT.

Item.	Total No. at End of Year.
Freight locomotives.....	3
Cars in passenger service.....	3
Cars in Freight Service:	
Flat cars.....	3
Dump cars.....	30
Total.....	33

MILEAGE OF ROAD OPERATED.

Total mileage—line represented by capital stock (main line)—single track.. 3 miles

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—Tons.	Cords hard wood.	Total fuel consumed— tons.	Miles run.	Average lbs. consumed per mile.
	Anthracite.				
Freight..	100	10	110	3,600	61.79

Cost of coal at distributing point, \$5.50 per ton; of wood, \$5 per cord.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length —feet.	Minimum length —feet.	Maximum length —feet.	Item.	Number.	Height of lowest above surface of rail—feet
Wooden bridges	7	130	10	45			

Track, 3 miles; gauge, 3 feet.

Report of the Rumford Falls and Buckfield Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Rumford Falls and Buckfield Railroad Company.

Date of organization, October 8, 1875.

Organized under the laws of the State of Maine, as follows:

Chartered as Buckfield Branch Railroad Company June 22, 1847. Road opened for thirteen miles October 10, 1849.

In 1856 the road was sold under foreclosure, and subsequently acquired by the Portland and Oxford Central Railroad Company, which was chartered April 15, 1857, and under this organization, extended the road to Canton.

The Rumford Falls and Buckfield Railroad Company was chartered March 3, 1874, and became owner of the property, restored the road, furnished new rolling stock, and resumed operations July 15, 1879, and extended the road to Gilbertville in 1879.

ORGANIZATION.

Name of Directors.	Post office Address.	Date of Expiration of Term.
WM. L. PUTNAM.....	Portland, Me.....	December 2, 1891.
CHARLES R. MILLIKEN.....	"	"
WM. H. MOULTON.....	"	"
CHARLES S. FOBBS	"	"
R. C. BRADFORD	"	"
GEO. C. WING	Auburn, Me.....	"
GEO. D. BISBEE.....	Buckfield, Me.....	"

Total number of stockholders at date of last election, 32.

Date of last meeting of stockholders for election of directors, January 13, 1891.

Post office address of general office, Portland, Me.

Post office address of operating office, Portland, Me.

OFFICERS.

Title.	Name.	Location of Office.
President	WM. L. PUTNAM	Portland, Me.
Secretary	R. C. BRADFORD	"
Treasurer	R. C. BRADFORD	"
General Superintendent	L. L. LINCOLN	Canton, Me.
General Ticket Agent.....	R. C. BRADFORD	Portland, Me.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for road operated.
	From—	To—	
Rumford Falls & Buckfield R. R.	Mechanic Falls.....	Gilbertville, Me.	26.77

CAPITAL STOCK.

Description.	No. of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Common.....	5,000	\$100	\$500,000	\$500,000

One thousand shares were issued for the construction of the road from Canton to Gilbertville, and 4,000 shares for bonds of the Portland and Oxford Central Railroad Company, which this company now owns.

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued	INTEREST.		
	Date of issue.	When due.					Rate %	When payable	Am't ac- cr'd and paid dur- ing year
Mort'ge bonds.	July 2, 1883.	July 1, 1898.	\$180,000	\$27,000	\$27,000	\$27,580	7	1st Jan. Ap. Jul. & Oct.	\$1,400

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds	\$27,000 00	\$27,000 00	\$1,400	\$1,400

RECEIVERS' CERTIFICATES.

Date Issued.	Am't issued.	Amount outstanding	INTEREST.	
			Am't accrued during year	Amount paid during year.
May 1, 1878	-	\$79,900	\$5,593	} \$14,955 50
May 1, 1880	-	51,000	3,570	
Total.....	-	\$130,900	\$9,163	\$14,955 50

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$580 98	Loans and bills payable	\$52,185 16
Bills receivable.....	72 50	Miscellaneous.....	50 00
Due from agents	455 19		
Due from solvent companies and individuals	1,195 00	Total	\$52,185 16
Balance—current liabilities,	49,881 49		
Total	\$52,185 16		

Materials and supplies on hand, \$1,616.50.

RECAPITULATION
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock.....	\$500,000	\$500,000	26.77	\$18,677 62
Bonds	27,000	27,000	26.77	1,008 59
Receivers' certificates....	130,900	130,900	26.77	4,889 80
Total... ..	\$657,900	\$657,900	26.77	\$24,576 01

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, not included in operating expenses, charged to construction or equipm't.	Total cost to June 30, 1891.	Cost per mile.
Miscellaneous	\$ 236 65	\$659,265 01	\$24,627 01
Freight cars	3,300 00	67,589 56	2,524 83
Grand total cost, construction, equip- ment, etc.....	\$3,536 65	\$726,854 57	\$27,151 83

INCOME ACCOUNT.

Gross earnings from operation	\$54,277 82	
Less operating expenses	36,484 49	
Income from operation		\$17,793 33
Deductions from income:		
Interest on funded debt accrued	\$10,563 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for	3,758 25	
Taxes	90 39	
Total deductions from income		14,411 64
Net income		\$3,381 69
Surplus from operations of year ending June 30, 1891	\$3,381 69	
Deficit on June 30, 1890	6,164 57	
Deficit		\$2,782 88
Additions for year, premiums and interest on \$7,000 bonds sold		307 85
Deficit on June 30, 1891		\$2,475 03

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, &c.	Actual earnings.
Total passenger revenue	\$17,810 86	-	\$17,810 86
Mail	-	-	1,733 76
Express	-	-	1,150 87
Extra baggage and storage	-	-	26 52
Total passenger earnings	-	-	\$20,725 01
Total freight earnings	-	-	\$3,153 71
Total passenger and freight earnings	-	-	\$23,878 72
Car mileage—balance	-	-	67 42
Other sources	-	-	331 68
Total gross earnings from operation,	-	-	\$24,277 82

RECAPITULATION
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
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Car mileage—balance	-	-	67 42
Other sources	-	-	331 68
Total gross earnings from operation,	-	-	\$24,277 82

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$1,909 00	\$2,850 38	\$7,759 38
Renewals of rails	729 93	423 83	1,153 76
Renewals of ties	969 44	563 13	1,532 57
Repairs of bridges and culverts	1,527 44	886 90	2,414 34
Repairs of fences, road crossings, signs and cattle guards	178 85	103 85	282 70
Repairs of buildings	243 18	141 20	384 38
Repairs of telegraph	69 47	39 76	109 23
Other expenses	263 66	153 10	416 76
Total	\$8,890 37	\$5,162 15	\$14,052 52
Maintenance of equipment:			
Repairs and renewals of locomotives	\$409 26	\$237 63	\$646 89
Repairs and renewals of passenger cars	857 64	-	857 64
Repairs and renewals of freight cars	-	2,241 70	2,241 70
Other expenses	9 35	5 43	14 78
Total	\$1,276 27	\$2,484 76	\$3,761 03
Conducting transportation:			
Wages of engineers, firemen, and round-housemen	\$1,727 46	\$1,003 04	\$2,730 50
Fuel for locomotives	2,422 83	1,407 38	3,831 21
All other supplies for locomotives	250 32	145 35	395 67
Wages of trainmen	1,704 91	989 94	2,694 85
All other train supplies	80 08	46 50	126 58
Wages of switchmen, flagmen, and watchmen	266 00	154 45	420 45
Wages of station agents, clerks, and laborers	1,727 33	1,002 96	2,730 29
Station supplies	43 63	25 33	68 96
Loss and damage	-	2 94	2 94
Other expenses	46 70	27 12	73 82
Total	\$8,270 26	\$4,805 01	\$13,075 27
General expenses:			
Salaries of officers	\$1,897 96	\$1,102 04	\$3,000 00
Salaries of clerks	200 87	116 63	317 50
General office expenses and supplies	73 95	42 94	116 89
Insurance	160 49	93 19	253 68
Legal expenses	403 41	234 24	637 65
Stationery, printing and advertising	469 68	266 91	736 59
Other general expenses	343 76	199 60	543 36
Total	\$3,540 12	\$2,056 56	\$5,596 68
Recapitulation of expenses:			
Maintenance of way and structures	\$8,890 37	\$5,162 15	\$14,052 52
Maintenance of equipment	1,276 27	2,484 76	3,761 03
Conducting transportation	8,270 26	4,805 01	13,075 27
General expenses	3,540 12	2,056 56	5,596 68
Grand total	\$21,977 02	\$14,508 48	\$36,485 50

Percentage of expenses

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway	\$4,909 00	\$2,850 38	\$7,759 38
Renewals of rails	729 93	423 83	1,153 76
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Legal expenses	403 41	234 24	637 65
Stationery, printing and advertising...	459 68	266 91	726 59
Other general expenses	343 76	199 60	543 36
Total	\$3,540 12	\$2,055 55	\$5,595 67
Recapitulation of expenses:			
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Maintenance of equipment	1,276 27	2,484 76	3,761 03
Conducting transportation	8,270 26	4,805 01	13,075 27
General expenses	3,540 12	2,055 55	5,595 67
Grand total	\$21,977 02	\$14,507 47	\$36,484 49

Percentage of expenses to earnings, 67.22.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
		Increase.	Decrease.
Cost of road.	\$659,265 01	\$ 236 65	
Cost of equipment.	67,589 56	3,300 00	
Other permanent investment.	744 05	100 00	
Other assets.	1,616 50	715 61	
Profit and loss.	2,475 03	-	\$3,689 54
Grand total.	\$731,690 15	\$4,352 26	\$3,689 54
LIABILITIES.			
Capital stock.	\$500,000 00		
Funded debt.	157,900 00	\$7,000 00	
Current liabilities.	49,881 49	-	\$28,718 78
Accrued interest on funded debt not yet payable.	1,527 16		
Lessee.	22,381 50	22,381 50	
Grand total.	\$731,690 15	\$29,381 50	\$28,718 78

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Receivers' certificates 93s,	Mechanic Falls	Canton.	25.31	\$3,156 62
Receivers' certificates 95s,	Mechanic Falls	Canton.	25.31	2,015 01
Mortgage bonds 98s.	Mechanic Falls	Gilbertville. ...	26.77	1,008 59

All equipment owned in 1878 and in 1880 mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3	626	\$3,000 00	\$4.79
General office clerks	1	254	317 56	1.25
Station agents	7	2,191	1,820 04	.83
Other station men	3	626	864 00	1.38
Enginemen	3	782	1,530 00	1.96
Firemen	3	782	1,094 48	1.40
Conductors	2	626	1,290 00	2.06
Other trainmen	3	929	1,300 60	1.40
Other trackmen	5	1,565	2,400 00	1.53
Switchmen, flagmen and watchmen	15	3,910	4,887 50	1.25
Section foremen	1	365	420 45	1.15
Total, including general officers.....	45	12,656	\$18,924 57	\$1.49
Less general officers	3	626	3,000 00	4.79
Total, excluding general officers.....	42	12,030	\$15,924 57	\$1.32
Distribution of above:				
General administration.....	4	880	\$3,317 50	377
Maintenance of way and structures.....	20	5,475	7,287 50	133
Maintenance of equipment.....	1	365	420 45	115
Conducting transportation.....	20	5,936	7,899 12	133
Total, excluding general officers.....	45	12,656	\$18,924 57	149

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue,	29,089			
Number of passengers carried one mile	438,742			
Average distance carried	15.08			
Total passenger revenue	-	17,810	86	
Average amount received from each passenger,	-		61	2
Average receipts per passenger per mile	-		04	
Estimated cost of carrying one passenger one mile	-		05	
Total passenger earnings	-	20,725	01	
Passenger earnings per mile of road	-	774	18	
Passenger earnings per train-mile	-		66	8
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue.	41,834			
Number of tons carried one mile	936,021			
Average distance haul of one ton	22.37			
Total freight revenue	-	33,153	71	
Average amount rec'd for each ton of freight. .	-		79	2
Average receipts per ton per mile	-		03	5
Estimated cost of carrying one ton one mile	-		01	5
Total freight earnings	-	33,153	71	
Freight earnings per mile of road	-	1,238	46	5
Freight earnings per train-mile	-		184	1
PASSENGER AND FREIGHT:				
Passenger and freight revenue	-	50,964	56	
Passenger and freight revenue per mile of road,	-	1,903	79	3
Passenger and freight earnings	-	53,878	72	
Passenger and freight earnings per mile of road,	-	2,012	65	2
Gross earnings from operation	-	54,277	82	
Gross earnings from operation per mile of road,	-	2,027	56	1
Expenses	-	36,484	49	
Expenses per mile of road	-	1,362	88	7
TRAIN MILEAGE:				
Miles run by passenger trains	25,000			
Miles run by freight trains	24,000			
Total mileage trains earning revenue	49,000			
Miles run by switching trains	1,500			
Miles run by construction and other trains	2,500			
Grand total train mileage	53,000			
Average number of freight cars in train	9			
Average number of loaded cars in train	6			
Average number of empty cars in train	3			
Average number of tons of freight in train	57			
Average number of tons of freight in each loaded car	9.50			

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		Number.	Kind.	Number.	Kind.
Locomotives:					
Passenger.....	1	1	Standard Empire.		
Freight.....	2	1	"		
Total locomotives.....	3	2			
Cars in passenger service:					
First-class passenger cars.....	4	3	"	3	Miller.
Combination passenger cars....	2	1	"	1	"
Total.....	6	4		4	
Cars in freight service:					
Box cars.....	18				
Flat cars.....	*60				
Stock cars.....	2				
Total.....	80				
Total cars owned.....	86	4			

*Ten flat cars added during the year.

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Miles of single track.....	26.77	● -	26.77	4.07	22.70
Miles of yard track and sidings....	2.85	-	2.85	2.85	
Total mileage operated, (all tracks.....)	29.62	-	29.62	6.92	22.70

NEW TIES LAID DURING YEAR.

Cedar, hackmatack and hemlock, 6,025; average price at distributing point, 22.09c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.	WOOD—CORDS.		Total fuel consumed—tons.	Miles run.	Average lbs. consumed per mile.
	Bituminous.	Hard.	Soft.			
Passenger	235	8	-	-	25,000	21.06
Freight	470	16	-	-	24,000	43.88
Switching	51	2	-	-	1,500	76.16
Construction	51	2	-	-	2,500	45.70
Total	807	28	-	-	53,000	34.11

Average cost of coal at distributing point, \$4.75 per ton; of wood, \$3.50 per cord.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Height of lowest above surface of rail.
		Ft. In.	Ft. In.	Ft. In.	Ft. In.
Wooden bridges	14	477	12	165	
Trestles	5	285	14	151	

Track, 26.77 miles; gauge, 4 feet, 8½ inches.

TELEGRAPH OWNED AND OPERATED BY COMPANY MAKING THIS REPORT.

Miles of line..... }
 Miles of wire..... } 37

Report of the Sandy River Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Sandy River Railroad Company.

Date of organization, April 8, 1879.

Organized under the laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post office Address.	Date of Expiration of Term.
N. B. BEAL	Phillips, Me.	Third Wednesday of Nov. 1891
J. H. BONNEY	Farmington, Me.	" "
W. D. SEWALL	Bath, Me.	" "
JOEL WILBUR	Phillips, Me.	" "

Total number of stockholders at date of last election, 30.

Date of last meeting of stockholders for election of directors, November 19, 1890.

Post office address of general office, Phillips, Maine.

Post office address of operating office, Phillips, Maine

OFFICERS.

Title.	Name	Location of Office.
Chairman of the Board	N. B. BEAL	Phillips, Me.
President	N. B. BEAL	"
Secretary	D. M. BEAL	Farmington, Me.
Treasurer	J. E. THOMPSON	Phillips, Me.
General Superintendent	N. B. BEAL	"
General Freight Agent	N. B. BEAL	"
General Ticket Agent	J. E. THOMPSON	"

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Sandy River Railroad	Farmin. ton	Phillips	18

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common ...	2,000	\$50	\$100,000 00	\$69,100 00	6%	\$4,146 00

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued	INTEREST.		
	Date of issue.	When due.					Rate.	When payable.	Amount accrued and paid during y'r.
Mortgage bonds .	1885.	1915.	100,000	\$90,000	\$90,000	\$90,000	5 %	May & Sept.	\$4,500

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Am't issued.	Am't out-standing.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds	\$90,000 00	\$90,000 00	\$4,500 00	\$4,500 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAY'T OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$2,097 68	Loans and bills payable	\$21,104 05
Due from agents	3,053 54	Audited vouchers and accounts	1,132 71
Due from solvent companies and individuals	2,022 42	Wages and salaries	1,385 67
Balance—current liabilities....	17,202 64	Dividends not called for	99 50
		Miscellaneous.....	653 35
Total.....	\$24,376 28	Total.....	\$24,376 28

Materials and supplies on hand, \$2,728 75.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportion- ment to railroads.	AM'T PER MI. OF ROAD	
			Miles.	Amount.
Capital stock.....	\$69,100	\$69,100	} 18 {	\$3,838 88
Bonds.....	90,000	90,000		5,000 00
Total.....	\$159,100	\$159,100	18	\$8,8

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACAGE RIGHTS EX-
CLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Sandy River R. R....	\$69,100	\$90,000	\$17,202 64	\$176,302 64	18	\$9,794 59

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1891.	Cost per mile.
	Included in operating expenses.	Charged to construction or equipm't.		
Construction:				
Right of way	-	-	\$5,205 09	
Fences	-	-	2,768 98	
Grading and bridges and culvert masonry	-	-	36,001 54	
Bridges and trestles	\$ 5,022 87	-	15,989 88	
Rails	13,641 19	-	38,083 56	
Ties	193 61	-	5,400 00	
Buildings, furniture and fixtures	-	-	4,050 49	
Shop machinery and tools	-	-	613 21	
Engineering expenses	-	-	687 22	
Interest during construction	-	-	2,514 95	
Other items	-	-	1,590 68	
Total construction	\$18,857 67	-	\$112,895 60	\$6,271 98
Equipment:				
Locomotives	\$4,099 00	\$4,099 00	\$19,079 00	
Passenger cars	-	-	7,500 00	
Baggage, express and postal cars	-	-	2,000 00	
Freight cars	-	-	11,190 14	
Total equipment	\$4,099 00	\$4,099 00	\$39,769 14	2,209 40
Grand total cost construction, equipment, etc			\$152,664 74	\$8,481 38

INCOME ACCOUNT.

Gross earnings from operation.....	\$34,025 16
Less operating expenses.....	46,108 82
Deficit.....	\$12,083 66
Deductions from income:	
Interest on funded debt accrued.....	4,500 00
Deficit.....	\$16,583 66
Dividends 6 per cent, common stock.....	4,146 00
Total.....	\$20,729 66
Deficit from operations for year ending June 30, 1891.....	\$20,729 66
Surplus on June 30, 1890.....	5,783 72
Deficit on June 30, 1891.....	\$14,965 94

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Total passenger revenue.....	-	-	\$13,123 59
Mail.....	\$ 957 96	-	
Express.....	1,235 17	-	
Other items.....	-	-	2,193 13
Total passenger earnings.....	-	-	15,316 72
Total freight earnings.....	18,708 44	-	18,708 44
Total gross passenger and freight earnings.....	-	-	\$34,025 16

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of Way and Structures:			
Repairs of roadway..... }			{ \$ 5,086 35
Renewals of rails..... }	\$13,937 55	\$11,068 05	{ 13,981 88
Renewals of ties..... }			{ 215 61
Repairs of bridges and culverts..... }			{ 5,275 62
Other expenses.....		-	446 14
Total	13,937 55	11,068 05	25,005 60
Maintenance of Equipment:			
Repairs and renewals of locomotives....	-	-	5,610 13
Repairs and renewals of freight cars....	-	-	1,666 82
Other expenses.....	4,463 28	3,544 36	730 69
Total	4,463 28	3,544 36	8,007 64
Conducting Transportation:			
Wages of enginemen, firemen and round- housemen.....	-	-	\$ 2,071 82
Fuel for locomotives.....	-	-	2,500 00
Water-supply for locomotives.....	-	-	29 49
All other supplies for locomotives.....	-	-	110 31
Wages of other trainmen.....	-	-	1,857 88
All other train supplies.....	-	-	257 33
Wages of switchmen flagmen and watch- men.....	-	-	363 00
Wages of station agents, clerks and laborers.....	-	-	1,290 00
Car mileage—balance.....	-	-	131 46
Loss and damage.....	-	-	262 18
Other expenses.....	5,410 02	4,296 18	832 73
Total	5,410 02	4,296 18	9,706 20
General expenses:			
Salaries of officers.....	-	-	558 00
Insurance.....	-	-	102 12
Stationery and printing.....	-	-	288 35
Other general expenses.....	-	-	2,440 91
Total	1,889 17	1,500 21	3,389 38
Recapitulation of expenses:			
Maintenance of way and structures.....	-	-	25,005 60
Maintenance of equipment.....	-	-	8,007 64
Conducting transportation.....	-	-	9,706 20
General expenses.....	-	-	3,389 38
Grand total.....	-	-	\$46,108 82
Percent. of expenses to earnings, entire line	-	-	1.35

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1891.		YEAR ENDING JUNE 30, 1891	
	Item.	Total.	Increase.	Decrease.
Cost of road	-	\$112,895 60		
Cost of equipment	-	39,769 14	\$4,079 00	
Lands owned	-	600 00		
Water works	-	763 54		
Cash and current assets	-	7,173 64	-	\$5,204 59
Materials and supplies	-	2,728 75	-	3,157 80
Profit and loss	-	-	-	14,965 9.
Grand total	-	\$163,930 67	\$4,079 00	\$23,327 23
LIABILITIES.				
Capital stock	-	\$69,100 00		
Funded debt	-	90,000 00		
Current liabilities	-	24,376 28		
Accrued interest on funded debt not yet payable	-	1,125 00		
Profit and loss	-	21,675 47		
Grand total	-	\$206,276 75		

SECURITY FOR FUNDED DEBT.

Class of bond or obligation	What road mortgaged.	Miles.	Amount of mortgage per mile of line.
First mortgage bonds	From Farmington to Phillips.....	18	\$5,000 00

All equipment mortgaged. No income or securities mortgaged.

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, number cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue ..	23,027			
Number of passengers carried one mile	316,170			
Average distance carried	13.7			
Total passenger revenue	-	\$13,123	59	
Average amount received from each passenger ...	-		56	9
Average receipts per passenger per mile	-		04	1
Total passenger earnings	-	15,316	72	
Passenger earnings per mile of road	-	850	92	
Passenger earnings per train-mile	-		72	1
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	20,478			
Number of tons carried one mile	319,565			
Average distance haul of one ton	15.5			
Total freight revenue	-	18,708	44	
Average amount received for each ton of freight,	-		91	3
Average receipts per ton per mile	-		05	8
Total freight earnings	-	18,708	44	
Freight earnings per mile of road	-	1,039	35	
Freight earnings per train-mile	-		1	11
PASSENGER AND FREIGHT:				
Passenger and freight revenue	-	34,025	16	
Passenger and freight revenue per mile of road..	-	1,890	28	
Passenger and freight earnings	-	34,025	16	
Passenger and freight earnings per mile of road..	-	1,890	28	
Gross earnings from operation	-	34,025	16	
Gross earnings from operation per mile of road...	-	1,890	28	
Expenses	-	46,108	82	
Expenses per mile of road	-	2,561	60	
TRAIN MILEAGE:				
Miles run by passenger trains	21,216			
Miles run by freight trains	16,848			
Total mileage trains earning revenue	38,064			
Miles run by construction and other trains.....	1,000			
Grand total train mileage	39,064			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives.....	2	4	4			
Cars in passenger service:						
First-class passenger cars..	-	3				
Combination passenger cars	-	1				
Baggage, express and postal cars	-	1				
Total	-	5				
Cars in freight service:						
Box cars.....	-	8				
Flat cars	-	23				
Other cars	-	2				
Total	-	33				

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock (Main Line).	Total mileage operated.	Steel Rails.
Miles of single track	18	18	18

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING THE YEAR.				NEW TIES LAID DURING THE YEAR.		
Kind.	Tons.	Weight per yard.	Price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel	357.50	35 lbs.	\$33 20	Cedar	1,935	\$0.10

Consumed 768 cords hard wood.

BRIDGES, TRETTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Height of lowest above surface of rail.
		Feet. In.	Feet.	Ft. In.	Ft. In.
Bridges:					
Iron	1	152			
Wooden	1	85			
Total	2	237			
Trestles	20	3,410	65	900	

* One overhead trestle, 15 feet above surface of rail.

Track, 18 miles; gauge, 2 feet.

Report of the Sebasticook and Moosehead Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Sebasticook and Moosehead Railroad Company.

Date of organization? July 24, 1886

Organized under laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
THOMAS TEMPLE	Fredericton, N. B.	1st Tuesday following 15th of July annually.
WESTLEY VANWART	"	"
J. O. BRADBURY	Saco, Me.	"
A. J. MOORE	Hartland, Me.	"
F. E. MCINTOSH	"	"

Total number of stockholders at date of last election, 93.

Date of last meeting of stockholders for election of directors, July 21, 1891.

Post Office address of general office and of operating office, Hartland, Maine.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	WESTLEY VANWART	Fredericton, N. B.
President	THOMAS TEMPLE	"
Secretary	D. E. THOMPSON	Hartland, Me.
Treasurer	D. E. THOMPSON	"
General Solicitor	J. O. BRADBURY	Saco, Me.
Auditor	G. M. LANCEY	Hartland, Me.
General Manager	F. E. MCINTOSH	"
General Superintendent	"	"
Superintendent of Telegraph..	"	"
Traffic Manager	"	"
General Passenger Agent.	"	"
General Ticket Agent.	"	"
General Baggage Agent.	"	"
Superintendent of Express.	"	"

PROPERTY OPERATED.

Name	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Sebasticoock & Moosehead R. R.,	Hartland	Pittsfield	8	

CAPITAL STOCK.

Description.	No. of shares authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common	2,520	\$50	\$126,000 00	\$126,000 00
MANNER OF PAYMENT FOR CAPITAL STOCK.			Total number of shares issued.	Total cash realized.
Issued for cash			2,520	\$126,000

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$2,433 85	Balance—cash assets	\$2,433 85
Total	\$ 2,433 85	Total	\$ 2,433 85

RECAPITULATION
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock	\$126,000	\$126,000	8	\$15,750 00

**FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT, THE OPERA
TIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.**

Name of Road.	Capital stock.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Sebastieook & Moosehead R. R.	\$126,000	-	\$126,000	8	\$15,750 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, charged to construction account.	Total cost to June 30, 1891.	Cost per mile.
Total construction, estimated	-	\$85,000 00	\$10,625 00
Total equipment, estimated	-	41,000 00	5,125 00
Grand total cost construction, equip- ment, etc	-	\$126,000 00	\$15,750 00

INCOME ACCOUNT.

Gross earnings from operation	\$8,332 45	
Less operating expenses.....	7,056 57	
	<hr/>	
Income from operation		\$1,275 78
Deductions from income:		
Taxes	\$18 48	
	<hr/>	
Total deductions from income.....		18 48
		<hr/>
Total net income.....		\$1,257 30
Surplus from operations of year ending June 30, 1891.		\$1,257 30
Surplus on June 30, 1890.		1,176 55
		<hr/>
Surplus on June 30, 1891.		\$2,433 85

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, &c.	Actual earnings.
Total passenger revenue	-	-	\$3,158 06
Mail.	\$363 80		
Express	454 63		
	<hr/>		818 43
Total passenger earnings	-	-	\$3,976 49
Freight:			
Freight revenue	\$4,443 76		
Other repayments	87 80		
	<hr/>		
Total deductions	-	\$87 80	
Total freight earnings.....	-	-	4,355 96
Total passenger and freight earnings.....	-	-	<hr/> \$8,332 45
Total gross earnings from operation	-	-	\$8,332 45

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway.....	\$913 97	\$913 76	\$1,827 51
Renewals of ties.....	29 90	29 90	59 80
Repairs of bridges and culverts.....	39 37	39 38	78 75
Repairs of fences, road crossings, signs and cattle guards.....	29 52	29 52	59 04
Total.....	\$1,012 54	\$1,012 56	\$2,025 10
Maintenance of equipment:			
Repairs and renewals of locomotives...	\$47 54	\$47 54	\$95 08
Repairs and renewals of passenger cars,	65 80	-	65 80
Repairs and renewals of freight cars...	-	40 27	40 27
Shop machinery, tools, etc.....	20 11	20 12	40 23
Total.....	\$133 45	\$107 93	\$241 38
Conducting transportation:			
Wages of engineers, firemen, and round-housemen.....	\$780 00	\$780 00	\$1,560 00
Fuel for locomotives.....	394 99	394 99	789 98
Water-supply for locomotives.....	3 98	3 99	7 97
All other supplies for locomotives.....	62 15	62 15	124 30
Wages of other trainmen.....	240 00	240 00	480 00
All other train supplies.....	-	-	-
Wages of station agents, clerks, and laborers.....	67 29	67 30	134 59
Station supplies.....	420 00	420 00	840 00
Station supplies.....	34 25	34 25	68 50
Car mileage—balance.....	-	17 13	17 13
Total.....	\$2,002 66	\$2,019 81	\$4,022 47
General expenses:			
General office expenses and supplies...	\$13 03	\$13 04	\$26 07
Insurance.....	6 75	6 75	13 50
Stationery and printing.....	48 14	48 14	96 28
Other general expenses.....	315 93	315 94	631 87
Total.....	\$388 85	\$383 87	\$767 72
Recapitulation of expenses:			
Maintenance of way and structures....	\$1,012 54	\$1,012 54	\$2,025 10
Maintenance of equipment.....	133 45	107 93	241 38
Conducting transportation.....	2,002 66	2,019 81	4,022 47
General expenses.....	383 85	383 87	767 72
Grand total.....	\$3,532 50	\$3,524 17	\$7,056 67

Percentage of expenses to earnings—entire line, 84.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891	
		Increase.	Decrease.
Cost of road	\$85,000 00		
Cost of equipment	41,000 00		
Cash and current assets	2,433 85		
Grand total	\$128,433 85		
LIABILITIES.			
Capital stock	\$126,000 00		
Profit and loss	2,433 85		
Grand total	\$128,233 85		

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	3			
Station agents	2	626	\$840 00	\$1 34
Enginemen	1	313	780 00	2 49
Firemen	1	313	420 00	1 34
Conductors	1	313	480 00	1 53
Section foremen	1	313	516 45	1 65
Other trackmen	3	939	1,213 47	1 35
Switchmen, flagmen, and watchmen	1	313	360 00	1 15
Total, including general officers	13	3,130	\$4,609 92	\$10 95
Distribution of above:				
General administration	3	-	-	
Maintenance of way and structures	4	-	\$1,729 92	\$1 41
Conducting transportation	6	-	2,880 00	1 53
Total, including general officers	13	-	\$4,609 92	
Less general officers	3			
Total, excluding general officers	10			

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, num- ber cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.	8,109			
Number of passengers carried one mile	62,181			
Average distance carried	7.66			
Total passenger revenue	-	\$3,158	06	
Average amount received from each passenger.	-		38	9
Average receipts per passenger per mile	-		05	
Estimated cost of carrying each passenger one mile	-		05	6
Total passenger earnings	-	3,976	49	
Passenger earnings per mile of road	-	497	06	
Passenger earnings per train-mile.....	-		52	9
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	4,671			
Number of tons carried one mile	37,368			
Average distance haul of one ton.	8.			
Total freight revenue	-	4,355	96	
Average amount received for each ton of freight	-		93	2
Average receipts per ton per mile	-		11	6
Estimated cost of carrying one ton one mile....	-		09	
Total freight earnings	-	4,355	96	
Freight earnings per mile of road	-	544	49	
Freight earnings per train-mile.....	-		57	9
PASSENGER AND FREIGHT:				
Passenger and freight revenue	-	7,514	02	
Passenger and freight revenue per mile of road	-		939	25
Passenger and freight earnings	-	8,332	45	
Passenger and freight earnings per mile of road	-		1,041	25
Gross earnings from operation	-	8,332	45	
Gross earnings from operation per mile of road	-		1,041	25
Expenses	-	7,056	67	
Expenses per mile of road	-		882	08
TRAIN MILEAGE:				
Miles run by passenger trains	7,512			
Miles run by freight trains	7,512			
Total mileage trains earning revenue....	15,024			
Miles run by construction and other trains....	300			
Grand total train mileage	15,324			

DESCRIPTION OF EQUIPMENT.

Item.	Total No. at End of Year.
Total locomotives.....	1
Cars in Passenger Service:	
First class passenger cars.....	1
Combination passenger cars.....	1
Total.....	2
Total cars in freight service (flat).....	6
Grand total cars.....	8

Each passenger car equipped with Miller automatic coupler.

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE PRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main Line.	Branches and spurs.			Iron.	Steel.
Miles of single track	8	-	-	8	-	8
Miles of yard track and sidings..	.25	-	-	.25	-	.25
Total mileage operated (all tracks).....	8.25	-	-	8.25	-	8.25

New ash ties laid during year, 400; average price at distributing point, 15 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.		Cords hard wood.	Total fuel consumed— tons.	Miles run.	Average lbs. consumed per mile.
	Bituminous.					
Passenger	110	2	2	112	7,512	29.28
Freight.. ..	110	2	2	112	7,512	29.28
Construction.....	6	-	-	6	300	40.00
Total	226	4	4	230	15,324	

Average cost of coal at distributing point, \$3.75 per ton.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length —feet.	Minimum length —feet.	Maximum length —feet.	Item.	Number.	Height of lowest above surface of rail—feet.
Trestles,	1	165	165				

Guage of track, 4 feet, 8½ inches. 8 miles.

TELEGRAPH OWNED BY ANOTHER COMPANY, BUT LOCATED ON
PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of owner	Name of operating company.
8	8	Hartland & Pittsfield Tele. Co...	Hartland & Pittsfield Tele. Co.

Report of the Somerset Railway Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? Somerset Railway Company.

Date of organization? August 15, 1883.

Organized under the laws of the State of Maine; act approved March 19, 1860; Revised Statutes, chapter 51, section 56. Amended March 6, 1883, and 1887.

Mortgage of Somerset Railroad Company foreclosed by final decree of the Supreme Court, April 1, 1887. Right of redemption sold at public auction, July 8, 1884, and deed given Somerset Railway by Charles McFadden, Deputy Sheriff.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Somerset Railway Company; March 19, 1860.

ORGANIZATION.

Names of Directors.	Post-office Address.	Date of expiration of Term.
F. W. HILL.....	Exeter, Maine.....	December 9, 1891.
A. J. LIBBY.....	Emden, Maine.....	"
B. P. J. WESTON.....	Madison, Maine.....	"
JOHN AYER.....	Oakland, Maine.....	"
R. W. DUNN.....	Waterville, Maine.....	"
W. M. DUNN.....	Waterville, Maine.....	"
E. F. WEBB.....	Waterville, Maine.....	"
OMAR CLARK.....	Carratunk, Maine.....	"
STANTON DAY.....	Boston, Mass.....	"
W. M. AYER.....	Oakland, Maine.....	"
THOMAS FLINT.....	San Juan, Cal.....	"

Total number of stockholders at date of last election, 27.

Date of last meeting of stockholders for election of directors, December 10, 1890.

Post office address of general office, Oakland, Me.

Post office address of operating office, Oakland, Me.

OFFICERS.

Title.	Name.	Location of Office.
President.....	JOHN AYER.....	Oakland, Maine.
Secretary.....	A. R. SMALL.....	"
Treasurer.....	A. R. SMALL.....	"
Paymaster.....	H. W. YOUNG.....	"
Attorney, or General Counsel...	E. F. WEBB.....	Waterville, Maine.
Auditor.....	ISAAC S. BANGS.....	"
General Superintendent.....	W. M. AYER.....	Oakland, Maine.
General Freight Agent.....	W. M. AYER.....	"
General Passenger Agent.....	W. M. AYER.....	"
General Ticket Agent.....	W. M. AYER.....	"

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named
	From—	To—	
Somerset Railway	Oakland	Bingham Dodlin Quarry	41.06 1.
Total .....	.....	.....	42.06

CAPITAL STOCK.

Description.	No. of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Common.....	7,366	\$100	736,648 76	\$552,200
MANNER OF PAYMENT FOR CAPITAL STOCK.		Number of shares issued during year.	Total number of shares issued.	
Somerset Railroad bonds		596	5,522	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.		
	Date of issue.	When due.					Rate %	When payable	Amount accrued during year.
First mort'ge	July 1, 1887	July 1, 1917.	\$225,000	\$225,000	\$225,000	\$202,500	5	Semi-annu'ly	\$11,250

Interest paid during year, \$16,875.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Am't outstanding.	INTEREST.	
			Amount accrued during year.	Am't paid during year.
Mortgage bonds .	\$225,000	\$225,000	\$11,250	\$16,875

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$2,683 61	Loans and bills payable	\$61,493 02
Due from agents	3,385 85	Audited vouchers and accounts	3,688 31
Due from solvent companies and individuals	5,638 56	Wages and salaries	421 10
Balance—current liabilities,	69,276 94	Net traffic balances due to other companies	15,382 53
Total	\$80,984 96	Total	\$80,984 96

Materials and supplies on hand, \$13,396.31.

RECAPITULATION
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock	\$552,200 00	\$552,200	42.06	\$13,128 86
Bonds	225,000 00	225,000	42.06	5,349 50
Total	\$777,200 00	\$777,200	42.06	\$18,478 36

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, not included in operating expenses, charged to construction or equipm't	Total cost to June 30, 1891.	Cost per mile.
Construction:			
Right of way	\$ 757 60		
Bridges and trestles	1,800 00		
Other superstructure	2,774 66		
Buildings, furniture and fixtures	2,000 00		
Engineering expenses	238 75		
Interest during construction	3,884 45		
Sidings and yard extensions	52 11		
Total construction	\$11,507 57	\$1,039,062 47	\$25,305 95
Total equipment	-	20,965 00	
Grand total cost construction, equipment, etc	\$11,507 57	\$1,060,027 47	\$25,770 00

INCOME ACCOUNT.

Gross earnings from operation	\$70,872 69	
Less operating expenses	44,527 11	
Income from operation		\$26,345 58
Total income		\$26,345 58
Deductions from income:		
Interest on funded debt paid	16,875 00	
Taxes	347 32	
Total deductions from income		17,222 32
Net income		\$9,123 26
Surplus from operations of year ending June 30, 1891		9,123 26
Surplus on June 30, 1890		33,374 82
Surplus on June 30, 1891		\$42,498 08

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue	\$27,095 88		
Excess fares refunded	-	\$101 05	
Total passenger revenue	-	-	\$26,994 83
Mail	2,480 26		
Express	1,001 27		
Extra baggage and storage	176 81		3,658 34
Total passenger earnings	-	-	\$30,653 17
Freight:			
Freight revenue	\$41,520 11		
Overcharge to shippers	-	1,300 59	
Total freight earnings	-	-	40,219 52
Total passenger and freight earnings	-	-	\$70,872 69
Total gross earnings from operation	-	-	\$70,872 69

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of Way and Structures:			
Repairs of roadway	\$6,104 42	\$3,590 40	\$9,694 82
Renewals of rails	1,282 16	754 11	2,036 27
Renewals of ties	278 06	163 54	441 60
Repairs of bridges and culverts	141 94	83 48	225 42
Repairs of buildings	150 14	88 30	238 44
Repairs of telegraph	34 59	20 34	54 93
Other expenses	1,210 05	711 70	1,921 75
Total	\$9,201 36	\$5,411 87	\$14,613 23
Maintenance of Equipment:			
Repairs and renewals of locomotives ..	\$1,044 94	\$614 59	\$1,659 53
Repairs and renewals of passenger cars ..	1,081 44	636 06	1,717 50
Repairs and renewals of freight cars ..	483 82	284 56	768 38
Shop machinery, tools, etc.	65 00	38 22	103 22
Other expenses	-	-	-
Total	\$2,675 20	\$1,573 43	\$4,248 63

OPERATING EXPENSES—*Concluded.*

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Conducting Transportation:			
Wages of enginemen, firemen and round-housemen	\$1,461 13	\$859 37	\$2,320 50
Fuel for locomotives	2,517 08	3,775 60	6,292 68
Water-supply for locomotives	106 18	109 27	215 45
All other supplies for locomotives	378 91	222 86	601 77
Wages of other trainmen	1,702 91	1,001 59	2,704 50
All other train supplies	579 33	340 74	920 07
Wages of switchmen, flagmen, and watchmen	443 44	260 81	704 25
Wages of station agents, clerks and laborers	2,732 23	1,606 99	4,339 22
Station supplies	306 96	180 64	487 50
Car mileage—balance	674 03	396 43	1,070 46
Loss and damage	56 35	33 13	89 48
Other expenses	-	220 36	220 36
Total	\$10,958 55	\$9,007 69	\$19,966 24
General Expenses:			
Salaries of officers	\$1,534 80	\$902 70	\$2,437 50
Salaries of clerks	193 47	113 78	307 25
General office expenses and supplies	149 55	87 95	237 50
Advertising	372 89	219 31	592 20
Insurance	451 06	265 29	716 35
Legal expenses	283 35	166 65	450 00
Stationery and printing	296 25	174 22	470 47
Other general expenses	307 11	180 63	487 74
Total	\$3,588 48	\$2,110 53	\$5,699 01
Recapitulation of Expenses:			
Maintenance of way and structures	\$9,201 36	\$5,411 87	\$14,613 23
Maintenance of equipment	2,675 20	1,573 43	4,248 63
Conducting transportation	10,958 55	9,007 69	19,966 24
General expenses	3,588 48	2,110 53	5,699 01
Total	\$26,423 59	\$18,103 52	\$44,527 11
Percentage of expenses to earnings	-	-	62.82

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
		Increase.	Decrease.
Cost of road	\$1,039,062 47	\$11,507 57	
Cost of equipment	20,965 00		
Materials and supplies	13,396 31	1,520 32	
Grand total	\$1,073,423 78	\$13,027 89	
LIABILITIES.			
Capital stock	\$736,648 76		
Funded debt	225,000 00		
Current liabilities	69,276 94	\$1,980 21	
Accrued interest on funded debt not yet payable, July 1, 1891	-	-	\$5,625 00
Profit and loss	42,498 08	9,123 26	
Grand total	\$1,073,423 78	\$11,103 47	\$5,625 00

SECURITY FOR FUNDED DEBT.

Class of bond or obligation.	WHEAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles	
First mortgage	Oakland	Bingham	41.06	\$5,479 78

‡ All equipment mortgaged. No income or securities mortgaged.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
President	1			
General officers	3	896	\$2,437 50	\$2 65
General office clerks	1	260	307 25	1 18
Station agents ..	8	2,504	3,979 92	1 58
Enginemen	2	626	1,408 50	2 25
Firemen	2	626	912 00	1 45
Conductors	2	626	1,408 50	2 25
Other trainmen	3	939	1,296 00	1 38
Machinists	2	626	1,362 00	2 17
Carpenters	1	313	626 00	2 00
Other shopmen	2	626	936 00	1 49
Section foremen	8	2,504	4,006 40	1 60
Other trackmen	16	5,008	6,260 00	1 25
Switchmen, flagmen, and watchmen	2	626	704 20	1 12
All other employees and laborers	2	626	870 30	1 36
Roadmaster	1	313	626 00	2 00
Total, including general officers	56	17,119	\$27,140 57	\$1 58
Less general officers	4	896	2,437 50	2 72
Total, excluding general officers	52	16,223	\$24,703 07	\$1 52
Distribution of above:				
General administration	5	1,156	\$ 2,744 75	\$2 37
Maintenance of way and structures	26	8,138	11,518 40	1 41
Maintenance of equipment	4	1,252	2,298 00	1 83
Conducting transportation	21	6,573	10,579 42	1 60
Total, including general officers	56	17,119	\$27,140 57	\$1 58
Less general officers	4	896	2,437 50	2 72
Total, excluding general officers	52	16,223	\$24,703 07	\$1 52

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, number cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue ..	32,675			
Number of passengers carried one mile	700,492			
Average distance carried.....	21.40			
Total passenger revenue	-	26,994	83	
Average amount received from each passenger ...	-		82	6
Average receipts per passenger per mile	-		03	85
Estimated cost of carrying each passenger one mile	-		03	77
Total passenger earnings	-	30,653	17	
Passenger earnings per mile of road..	-	746	54	
Passenger earnings per train-mile.....	-		73	1
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	43,899			
Number of tons carried one mile	1,011,437			
Average distance haul of one ton	23.			
Total freight revenue	-	40,219	52	
Average amount received for each ton of freight,	-		91	
Average receipts per ton per mile	-		03	9
Estimated cost of carrying one ton one mile	-		01	7
Total freight earnings.....	-	40,219	52	
Freight earnings per mile of road	-	979	53	
Freight earnings per train-mile	-		1	68
PASSENGER AND FREIGHT:				
Passenger and freight revenue	-	67,214	35	
Passenger and freight revenue per mile of road ..	-	1,636	97	
Passenger and freight earnings	-	70,872	69	
Passenger and freight earnings per mile of road..	-	1,726	07	
Gross earnings from operation.....	-	70,872	69	
Gross earnings from operation per mile of road...	-	1,726	07	
Expenses	-	44,527	11	
Expenses per mile of road	-	1,084	44	
TRAIN MILEAGE:				
Miles run by passenger trains.....	41,876			
Miles run by freight trains	24,630			
Total mileage trains earning revenue	66,506			
Miles run by switching trains.....	1,000			
Miles run by construction and other trains.....	12,729			
Grand total train mileage	80,235			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger.....	-	2	2	Westinghouse.		
Freight.....	-	2	1	Westinghouse.		
Total locomotives	-	4	3			
Cars in passenger service:						
First-class passenger cars..	-	2	2	Westinghouse.	2	Miller.
Second-class passenger cars.	-	1	1			
Baggage, express and postal cars	-	2	2	Westinghouse.	1	Miller.
Total.....	-	5	4		3	
Cars in freight service:						
Box cars.....	-	3				
Flat cars	-	5				
Other cars.....	-	1				
Total.....	-	9				
Total cars owned.....	-	14				
Cars leased.....	-	17				
Grand total cars	-	31				

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	RAILS.	
	Main Line.	Branches and Spurs.		Iron.	Steel.
Miles of single track.....	41.06	1.	42.06	22.06	20.
Miles of yard track and sidings....	-	2.73	2.73	2.73	
Total mileage owned and operated, (all tracks	41.06	3.73	44.79	24.79	20.

Miles of single track constructed during year, 6.56; of yard track and sidings, .13; total, 6.69.

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING THE YEAR.				NEW TIES LAID DURING THE YEAR.		
Kind.	Tons.	Weight per yard.	Price per ton at distributing point.	Kind.	Number.	Average price at distributing point
Steel	100.78	50 lbs.	\$34 00	Cedar.....	4,000	\$0.30

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.	WOOD—CORDS.		Total fuel consumed— tons.	Miles run.	Average lbs. consumed per mile.
	Bituminous.	Hard.	Soft.			
Passenger	-	236.94	236.94	316.86	41,876	
Freight	-	471.90	471.90	629.20	24,630	
Switching.....	-	5.65	5.65	6.29	1,000	
Construction.....	-	72.01	72.01	96.31	12,729	
Total.....	-	786.50	786.50	1,048.66	80,235	

Average cost of wood at distributing point, hard \$4.50 per cord, soft \$3 50.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Height of lowest above surface of rail.
		Ft. In.	Ft. In.	Ft. In.	Ft. In.
Bridges:					
Iron	1	400.00			
Wooden	6	1,704.00	22.00	580.0	
Total.....	7	2,104.00			
Trestles.....	2	183.06	87.06	96.00	

Gauge of track, 4 feet, 8½ inches. 42.06 miles.

Telegraph owned and operated by this company, 41.06 miles of line, with 42 miles of wire.

Report of the St. Croix and Penobscot Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? St. Croix and Penobscot Railroad Company.

Date of organization, July 25, 1835.

Organized under the laws of the State of Maine, chapter 238, laws of 1832, chapter 550, of 1835, chapter 373, of 1837, chapter 409, of 1838, chapter 238, of 1849, chapter 687, of 1852, chapter 363 of 1870, and chapter 324 of 1873.

If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same:

Calais and Baring Railroad and Lewy's Island Railroad.

Charter and amendments of Calais and Baring Railroad as above.

Lewy's Island Railroad, Baring to Princeton, sixteen miles, was chartered in 1854, and opened in 1856. It was sold to the Calais and Baring Railroad Company in 1870.

The name of the Calais and Baring Railroad Company was changed in 1870 to St. Croix and Penobscot Railroad Company.

Date and authority for each consolidation? Chapter 363 of the laws of 1870.

ORGANIZATION.

Names of Directors.	Post office Address.	Date of Expiration of Term.
GEO. M. PORTER	St. Stephen, N. B.	January, 1892.
E. A. BARNARD	Calais, Me.	"
HENRY F. EATON	"	"
L. G. DOWNES	"	"
GEO. A. LOWELL	"	"

Total number of stockholders at date of last election, 62.

Date of last meeting of stockholders for election of directors, January 3, 1891.

Post office address of general office, Calais, Maine.

Post office address of operating office, Calais, Maine.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board	GEO. M. PORTER	Calais, Me.
President	GEO. M. PORTER	"
Treasurer	SAMUEL BLACK	"
Attorney, or General Counsel ..	L. G. DOWNES	"
Auditor	L. G. DOWNES	"
General Superintendent	S. W. HAYCOCK	"
General Freight Agent	JOHN LARNER	"
General Ticket Agent	H. A. BLACK	"

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
St. Croix & Penobscot Railroad	Calais	Princeton,	21

NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of business.	Title, (owned, leased, etc.)	State or Territory.
Steamer, E. A. Barnard...	Common carrier..	Owned.....	Maine.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Common	1,000	\$100	\$100,000 00	\$100,000

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued	INTEREST.		
	Date of issue.	When due.					Rate %.	When payable.	Amount accrued and paid during y'r.
First mortgage ..	July, 1864	July, 1879.	\$ 96,000	\$ 95,200	\$ 40,500	-	6	Jan. & July,	\$2,430
Second mortgage,	July, 1864.	July, 1879	18,000	17,500	11,600	-	6	Jan. & July,	696
City of Calais bonds secur'd by mortgage, }	Dec., 1875.	Dec., 1891.	150,000	150,000	88,000	-	6	June & Dec.,	5,280
Grand total .	.....	.....	264,000	262,700	140,100	-	6	-	\$8,406

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Am't issued.	Am't out-standing.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage bonds	\$262,700 00	\$140,100 00	\$8,406 00	\$8,406 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAY'T OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$ 3,896 69	Audited vouchers and accounts	\$ 343 43
Bills receivable.....	11,000 00	Matured interest coupons un-	
Due from solvent companies		paid (including coupons due	
and individuals	4,544 73	July 1)	1,563 00
		Balance—cash assets.	17,534 99
Total.....	\$19,441 42	Total.....	\$19,441 42

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.	Apportionment to railroads.	AM'T PER MI. OF ROAD	
			Miles.	Amount.
Capital stock.....	\$100,000 00	\$100,000	21	\$4,761 90
Bonds.....	140,000 00	140,000	21	6,671 43
Total.....	\$240,000 00	\$240,000	21	\$11,433 33

RECAPITULATION—*Concluded.*

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EX-
CLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of road.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
St. Croix & Penobscot Railroad...	\$100 000	\$140,000	\$1,906 43	\$242,006 43	21	\$11,524 12
Total	\$100,000	\$140,000	\$1,906 43	\$242,006 43	21	\$11,524 12

COST OF LOAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1891.	Cost per mile.
	Included in operating expenses.	Charged to construction or equipm't.		
Grand total cost construction, equipment, etc	-	-	\$364,000 00	\$17,333 33

INCOME ACCOUNT.

Gross earnings from operation.....	\$37,618 41	
Less operating expenses	28,631 70	
Income from operation		\$8,986 71
Miscellaneous income		958 50
Total income		\$9,945 21
Deductions from income:		
Interest on funded debt accrued	\$8,406 00	
Taxes	371 63	
Total deductions from income.....		8,777 63
Net income		\$1,167 58
Surplus from operations of year ending June 30, 1891.....		1,167 58
Surplus on June 30, 1890		141,044 34
Additions for year	\$2,200 00	
Deductions for year	276 90	
		1,923 07
Surplus on June 30, 1891		\$144,134 99

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of re- payments, etc.	Actual earnings.
Total passenger revenue.....	-	-	\$4,231 17
Mail	-	-	909 72
Total passenger earnings	-	-	5,140 89
Total freight earnings	-	-	32,477 52
Total gross passenger and freight earnings.....	-	-	\$37,618 41

MISCELLANEOUS INCOME.

Item.	Gross Income.	Less Expenses	Net Miscellaneous Income.
Steamer E. A. Barnard.....	\$957 87	\$667 37	\$290 50
Rent of houses and land	268 00	-	268 00
Interest on bills receivable.....	400 00	-	400 00
Total	\$1,625 87	\$667 37	\$958 50

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of Way and Structures:			
Repairs of roadway.....	\$589 56	\$1,126 93	\$4,716 49
Renewals of rails.....	223 49	1,664 47	1,787 96
Renewals of ties.....	187 44	1,312 12	1,499 56
Repairs of bridges and culverts.....	293 72	2,056 04	2,349 76
Repairs of fences, road crossings, signs and cattle guards.....	27 59	193 13	220 72
Repairs of buildings.....	177 76	1,244 31	1,422 07
Other expenses.....	20 74	145 18	165 92
Total.....	\$1,520 30	\$10,642 18	\$12,162 48
Maintenance of Equipment:			
Repairs and renewals of locomotives....	\$220 43	\$1,543 02	\$1,763 45
Repairs and renewals of passenger cars....	321 58	-	321 58
Repairs and renewals of freight cars....	-	2,147 62	2,147 62
Shop machinery, tools, etc.....	52 33	366 22	418 54
Other expenses.....	13 19	92 31	105 50
Total.....	\$607 52	\$4,149 17	\$4,756 69
Conducting Transportation:			
Wages of engine-men, firemen and round- housemen.....	\$229 56	\$1,606 90	\$1,836 46
Fuel for locomotives.....	165 89	1,161 14	1,327 03
Water-supply for locomotives.....	26 61	186 31	212 92
All other supplies for locomotives.....	15 88	111 14	127 02
Wages of other trainmen.....	205 93	1,441 61	1,647 44
All other train supplies.....	38 88	272 15	311 03
Wages of switchmen, flagmen and watch- men.....	63 91	447 34	511 25
Expense of telegraph, including train dispatchers and operators.....	25 41	177 84	203 25
Wages of station ag'ts, clerks & lab'rs....	302 42	2,116 91	2,419 33
Station supplies.....	61 08	427 58	488 66
Other expenses.....	7 82	54 75	62 57
Total.....	\$1,143 38	\$8,003 57	\$9,146 95
General expenses:			
Salaries of officers.....	\$225 00	\$1,575 00	\$1,800 00
General office expenses and supplies....	18 43	128 99	147 42
Advertising.....	17 50	-	17 50
Insurance.....	61 87	433 12	494 99
Stationery and printing.....	7 72	54 06	61 78
Other general expenses.....	5 49	38 40	43 89
Total.....	\$336 01	\$2,229 57	\$2,565 58
Recapitulation of expenses:			
Maintenance of way and structures.....	\$1,520 30	\$10,642 18	\$12,162 48
Maintenance of equipment.....	607 52	4,149 17	4,756 69
Conducting transportation.....	1,143 38	8,003 57	9,146 95
General expenses.....	336 01	2,229 57	2,565 58
Grand total.....	\$3,607 21	\$25,024 49	\$28,631 70
Percent. of expenses to earnings, entire line	-	-	76.11

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
		Increase.	Decrease.
Cost of road..... }			
Cost of equipment..... }	\$364,000 00		
Steamer owned.....	2,700 00		
Cash and current assets.....	19,441 42	\$3,311 96	
Grand total.....	\$386,141 42	\$3,311 96	
LIABILITIES.			
Capital stock.....	\$100,000 00		
Funded debt.....	140,000 00		
Current liabilities.....	1,906 43	\$221 31	
Profit and loss.....	144,134 99	3,090 65	
Grand total.....	\$386,141 42	\$1,311 96	

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage.....	Calais.....	Baring.....	5	\$8,100 00
Second mortgage.....	Calais.....	Baring.....	5	2,320 00
Third mortgage.....	Calais.....	Baring.....	5 }	4,190 48
First mortgage.....	Baring.....	Princeton.....	16 }	

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	2	626	\$1,800 00	\$2 88
Station agents	4	1,252	1,217 85	97
Other station men	4	904	1,201 48	1 33
Enginemen	3	731	1,234 03	1 69
Firemen	2	479	601 43	1 26
Conductors	2	515	906 50	1 75
Other trainmen	3	572	740 94	1 30
Machinists	4	981	2,163 84	2 20
Carpenters	3	765	1,407 01	1 84
Other shopmen	2	540	699 84	1 29
Section foremen	2	598	958 03	1 60
Other trackmen	9	2,211	2,788 86	1 26
Switchmen, flagmen and watchmen	2	417	508 75	1 22
All other employees and laborers	3	712	930 13	1 31
Total, including general officers	45	11,306	\$17,159 69	\$1 52
Less general officers	2	626	1,800 00	2 88
Total, excluding general officers	43	10,680	\$15,359 69	\$1 44
Distribution of above:				
General administration	2	626	\$1,800 00	
Maintenance of way and structures	17	4,149	5,947 34	
Maintenance of equipment	7	1,658	3,000 37	
Conducting transportation	19	4,873	6,411 98	
Total, including general officers	45	11,306	\$17,159 69	\$1 52
Less general officers	2	626	1,800 00	2 88
Total, excluding general officers	43	10,680	\$15,359 69	\$1 44

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

Item.	Column for ton- nage, number passengers, number trains, mileage, number cars	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue,	12,288			
Number of passengers carried one mile	172,693			
Average distance carried	14.05			
Total passenger revenue	-	\$4,231	17	
Average amount received from each passenger,	-		34	4
Average receipts per passenger per mile	-		02	4
Estimated cost of carrying one passenger one mile.....	-		02	0
Total passenger earnings	-	5,140	89	
Passenger earnings per mile of road	-	244	80	
Passenger earnings per train-mile	-		99	5
FREIGHT TRAFFIC:				
Total freight revenue.....	-	\$2,477	52	
Freight earnings per mile of road	-	1,546	54	8
Freight earnings per train-mile	-		1	64
PASSENGER AND FREIGHT:				
Passenger and freight revenue	-	36,708	69	
Passenger and freight revenue per mile of road,	-	1,748	03	
Passenger and freight earnings	-	\$7,618	41	
Passenger and freight earnings per mile of road,	-	1,791	35	
Gross earnings from operation.. ..	-	\$7,618	41	
Gross earnings from operation per mile of road,	-	1,791	35	
Expenses	-	28,631	70	
TRAIN MILEAGE:				
Miles run by freight trains.....	4,216			
Miles run by mixed trains.....	20,656			
Total mileage trains earning revenue.	24,872			
Miles run by construction and other trains....	2,320			
Grand total train mileage	27,192			

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		Number.	Kind.	Number.	Kind.
Locomotives:					
Freight.....	5				
Total locomotives.....	5				
Cars in passenger service:					
Second-class passenger cars....	4				
Baggage, express and postal cars	2				
Total.....	6				
Cars in freight service:					
Box cars.....	4				
Flat cars.....	14				
Other cars.....	181				
Total.....	199				
Gravel cars.....	4				
Total cars owned.....	209				

MILEAGE OF ROAD OPERATED.

Line in Use.	Line Represented by Capital Stock (Main Line).	Total miles operated.	RAILS.	
			Iron	Steel.
Miles of single track	21.	21.	13.37	7.63
Miles of yard track and sidings	3.34	3.34	3.34	
Total mileage operated (all tracks).....	-	24.34	16.71	7.63

MILEAGE OF LINE BY STATES AND TERRITORIES.

MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage excluding trackage rights.	RAILS.	
	Main Line.	Branches and spurs			Iron.	Steel.
Maine	16.25	3.34	-	19.59	13.46	6.13
New Brunswick	4.75	-	-	4.75	3.25	1.50
Total mileage operated (single track)	21	3.34	-	24.34	16.71	7.63

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel, 100 tons, weight per yard, 56 pounds, average price per ton at distributing point, \$41.65.

New ties laid during year, cedar, 6,547, average price at distributing point, 21 cts.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Cords of soft wood.	Total fuel con- sumed—tons.	Miles run.	Average pounds consumed per mile.
Passenger, mixed	728	364	20,657	
Freight	150	75	4,216	
Gravel	82	41	2,320	
Total	960	480	27,192	43.23

Average cost per cord of soft wood at distributing point, \$1.21.

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Height of lowest above surface of rail.
		Feet. In.	Feet.	Ft. In.	Ft. In.
Bridges:					
Wooden	2	494.	216.	278.	
Trestles	1	147.			
Overhead highway cross- ings:					
Bridges	2	-	-		13.06

Gauge of track, 4 feet, 8½ inches. 21 miles.

TELEGRAPH OWNED BY ANOTHER COMPANY, BUT LOCATED ON
PROPERTY OF ROAD MAKING THIS REPORT.

Owned and operated by New England Telephone Company, 21 miles of line.

**Report of the Waterville and Fairfield Railroad Com-
pany for the Year Ending June 30, 1891.
(Horse Railroad.)**

HISTORY.

Name of common carrier making this report? Waterville and Fairfield R. R. Co.
Date of organisation, November 21, 1887.
Organised under the laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post office Address.	Date of Expiration of Term.
GEORGE W. WILLIAMS.....	Salem, Mass	October, 1891.
CHARLES H. MILLER	"	"
W. G. BAKER	"	"
DAVID J. LORD	Lynn, Mass.	"
E. F. WEBB.....	Waterville, Maine.....	"
STEPHEN I. ABBOTT	"	"
AMOS F. GERALD	Fairfield, Maine	"

Total number of stockholders at date of last election, 19.
Date of last meeting of stockholders for election of directors, October 21, 1890.
Post office address of general office, Fairfield, Maine.
Post office address of operating office, Fairfield, Maine.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board....	GEORGE W. WILLIAMS.....	Salem, Mass.
President.....	GEORGE W. WILLIAMS.....	"
Secretary	E. F. WEBB	Waterville, Maine.
Treasurer.....	D. J. LORD.....	Lynn, Mass.
Assistant Treasurer..	H. D. BATES.....	Waterville, Maine.
Attorney, or Gen'l Counsel, WEBB, JOHNSON & WEBB		"
General Superintendent....	C. O. STURTEVANT	Fairfield, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Waterville & Fairfield R. R.,	Waterville... ..	Fairfield	3.36

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total per value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common ...	200	\$100	\$20,000 00	\$20,000 00		

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued	INTEREST.			
					Rate per cent.	When payable	Amount accrued during year.	Amount paid during year.
First mortgage bonds *	\$20,000	\$20,000	\$20,000	\$10,000	6 & No	May	\$1,200	\$1,224

* Issued, 1889; due, 1909.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$ 269 40	Loans and bills payable.....	\$3,500 00
Balance—current liabilities ...	3,332 60	Matured interest coupons unpaid (including coupons due July 1).....	103 00
Total.....	\$3,602 00	Total.	\$3,602 00.

Materials and supplies on hand, \$87.75.

RECAPITULATION
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.		Remarks.
			Miles.	Amount.	
Capital stock .	\$20,000	-	3.36	\$5,952 38	
Bonds.....	20,000	-	3.36	5,952 38	
Total.....	\$40,000	-	-	\$11,904 76	

COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Total Cost to June 30, 1891.	Cost per Mile.
Construction:		
General cost of road.....	\$28,514 51	\$8,486
Buildings, furniture and fixtures.	3,533 73	1,051
Total construction	32,048 24	9,537
Equipment:		
Passenger cars, horses, etc.	11,186 22	3,329
Grand total cost construction, equipment, etc.....	\$43,234 46	\$12,866

INCOME ACCOUNT.

Gross earnings from operation.....	\$11,551 25	
Less operating expenses.	11,109 12	
Total income		\$442 13
Deductions from income:		
Interest on funded debt accrued.....	\$1,200 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	90 97	
Taxes.....	117 73	
Total deductions from income.....		1,408 70
Deficit.....		\$966 57
Deficit from operations for year ending June 30, 1891		\$966 57
Surplus on June 30, 1890.....		752 18
Deficit on June 30, 1891.....		\$214 39

EARNINGS FROM OPERATION.

Item.	Actual earnings.
Total passenger revenue	\$11,487 70
Other items	63 55
Total passenger earnings.....	\$11,551 25
Total gross earnings from operation.....	\$11,551 25

OPERATING EXPENSES.

Item.	Total.
Maintenance of way and structures:	
Repairs of roadway	\$830 83
Repairs of buildings.	97 85
Total	\$928 68
Maintenance of equipment:	
Repairs and renewals of passenger cars	\$811 51
Conducting transportation	\$3,429 79
Injuries to persons	25 00
Other expenses	4,493 71
Total	\$7,948 50
General expenses:	
Salaries of officers	\$894 46
Insurance	109 20
Other general expenses	416 73
Total	\$1,420 43
Recapitulation of expenses:	
Maintenance of way and structures	\$928 68
Maintenance of equipment	811 51
Conducting transportation.....	7,948 50
General expenses.....	1,420 43
Grand total.....	\$11,109 12

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1891.		YEAR ENDING JUNE 30, 1891	
	Item.	Total.	Increase.	Decrease.
Cost of road	-	\$28,514 51	-	
Cost of equipment	-	11,186 22	-	\$136 18
Lands and buildings owned.	-	3,533 73		
Cash and current assets	-	269 40	-	179 79
Materials and supplies	-	83 75	-	174 60
Profit and loss	-	214 39		
Grand total	-	\$43,802 00	-	\$490 57
LIABILITIES.				
Capital stock	-	\$20,000 00		
Funded debt	-	20,000 00		
Current liabilities	-	3,602 00		
Accrued interest on funded debt not yet payable	-	200 00		
Profit and loss	-	-	-	\$966 57
Grand total	-	\$43,802 00	-	\$966 57

SECURITY FOR FUNDED DEBT.

Class of bond or obligation	What road mortgaged.	Miles.	Amount of mortgage per mile of line.
First mortgage	From Waterville to Fairfield	3.36	\$5,952 00

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	3	-	\$ 894 46	
Conductors	2	730	1,042 44	\$1 42
Drivers.....	2	730	1,042 44	1 42
Stablemen	3	1,095	1,563 66	1 42
Employees.....	3	358	524 63	1 42
Laborers.....	30	221	315 00	1 50
Total, including general officers.....	43	2,950	\$5,412 63	
Less general officers.....	3	-	894 46	
Total, excluding general officers.....	4	-	\$4,518 17	
Distribution of above:				
General administration	-	-	\$894 46	
Maintenance of way and structures.....	-	-	498 80	
Conducting transportation.....	-	-	4,019 37	
Total, including general officers.....	43	-	\$5,412 63	
Less general officers.....	3	-	894 46	
Total, excluding general officers.....	40	-	\$4,518 17	

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, num- ber cars.	COLUMNS FOR REV- ENUE AND RATES.		
		Dollars.	Cts.	Mills.
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue.	\$229,764			
Number of passengers carried one mile	344,631			
Average distance carried	1.50			
Total passenger revenue	-	\$11,487	70	
Average amount received from each passenger.	-		05	
Average receipts per passenger per mile	-		01	49
Estimated cost of carrying each passenger one mile	-			01
Passenger earnings per mile of road	-	11,551	25	
Passenger earnings per train-mile.....	-	3,437	00	

DESCRIPTION OF EQUIPMENT.

Item	Total No. at End of Year.
Cars in Passenger Service:	
First-class passenger cars.	5
Sleigh Barges.	2
Total.	7

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.				PASSENGERS.	OTHERS.			
	Trainmen.		Total.		Injured.	Trespassing.		Total.	
	Killed.	Inj'r'd.	Killed.	Inj'r'd.		Killed.	Inj'r'd.	Killed.	Inj'r'd.
Train accident.....	-	-	-	-	-	-	1	-	-
Other causes.....	-	-	-	-	-	-	1	-	-
Total	-	-	-	-	-	-	2	-	-

Report of the York Harbor and Beach Railroad Company for the Year Ending June 30, 1891.

HISTORY.

Name of common carrier making this report? York Harbor and Beach Railroad Company.

Date of organization, 1886.

Organized under the laws of the State of Maine. Incorporated February 1, 1883, act of the Legislature, chapter 179. Time for construction extended by chapter 13, 1887. Road extended to a junction with the Boston and Maine Railroad, chapter 218, March 10, 1887.

ORGANIZATION.

Name of Directors.	Post office Address.	Date of Expiration of Term.
FRANK JONES..	Portsmouth, N. H.....	December 2, 1891.
GEORGE C. LORD.....	Newton, Mass.....	"
JOS. S. RICKER.....	Deering, Maine.....	"
SAMUEL C. LAWRENCE.....	Medford, Mass.....	"
J. E. STAPLES.....	York Village, Maine.....	"
H. E. EVANS.....	".....	"
E. S. MARSHALL.....	York Harbor, Maine.....	"

Total number of stockholders at date of last election, 100.

Date of last meeting of stockholders for election of directors, December 3, 1890.

Post office address of general office, Boston, Mass.

Post office address of operating office, Boston, Mass.

OFFICERS.

Title.	Name.	Location of Office.
President.....	FRANK JONES.....	Boston, Mass.
Clerk.....	S. W. JUNKINS.....	York Corner, Me.
Treasurer.....	AMOS BLANCHARD.....	Boston, Mass.
Auditor.....	WM J. HOBBS.....	"
Chief Engineer.....	H. BISSELL.....	"
Superintendent.....	WINSLOW T. PERKINS.....	"
General Freight Agent.....	W. F. BERRY.....	"
General Passenger Agent.....	D. J. FLANDERS.....	"

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for road operated.
	From—	To—	
York Harbor & Beach Railroad..	Kittery.....	York Beach.....	11.27

CAPITAL STOCK.

Description.	No. of shares authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common	5,998	\$50	\$300,000 00	\$299,900 00
MANNER OF PAYMENT FOR CAPITAL STOCK.			Total number of shares issued.	Total cash realized.
Issued for cash: common.....			5,998	\$299,900 00
Amount paid on shares not issued			-	25 00
Total.....			5,998	\$299,925 00

Dividends declared, \$1.00 per share, amounting to \$5,998.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash	\$9,523 30	Dividends not called for.....	48 00
Due from solvent companies and individuals	1,497 65	Balance—cash assets.....	10,972 95
Total	\$11,020 95	Total	\$11,020 95

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Apportionment to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock.....	\$299,925	\$299,925	11.27	\$26,612 68

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, not included in operating expenses, charged to construction or equipm't	Total cost to June 30, 1891.	Cost per mile.
Construction:			
Right of way.....	-	\$19,360 42	\$1,717 87
Other real estate.....	-		
Fences.....	-	129,076 34	11,463 09
Grading and masonry.....	-	43,670 98	3,874 98
Bridges and trestles.....	-		
Rails.....	-	72,290 21	6,414 39
Ties.....	-		
Other superstructure.....	-	21,896 26	1,942 88
Buildings, furniture and fixtures.....	-	1,175 84	104 33
Shop machinery and tools.....	-	12,529 95	1,111 80
Engineering expenses & miscellaneous.....	-		
Interest during construction.....	-		
Total construction, equipment, etc....	-	\$300,000 00	\$26,619 34

INCOME ACCOUNT.

Gross earnings from operation	\$36,958 26	
Less operating expenses.....	20,660 84	
Income from operation		\$16,297 42
Miscellaneous income—less expenses.....		159 45
Total income.....		16,456 87
Deductions from income:		
Taxes	\$396 58	
Total deductions from income.....		396 58
Net income		\$16,060 29
Dividends, 2 per cent, common stock (\$1.00 per share)		5,998 00
Surplus from operations of year ending June 30, 1891..		\$10,062 29
Surplus on June 30, 1890		985 66
Surplus on June 30, 1891..		\$11,047 95

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue	\$29,841 33		
Less repayments:			
Tickets redeemed	-	\$ 1 50	
Excess fares refunded	-	391 55	
Total deductions	-	\$393 05	
Total passenger revenue	-	-	\$29,448 28
Mail	-	-	482 19
Express	-	-	601 13
Extra baggage and storage	-	-	51 18
Total passenger earnings	-	-	\$30,582 78
Freight:			
Freight revenue	\$6,215 11		
Less repayments:			
Overcharge to shippers	-	\$13 57	
Total deductions	-	\$13 57	
Total freight earnings	-	-	\$6,201 54
Total passenger and freight earnings	-	-	\$36,784 32
Other earnings from operation:			
Telegraph companies	-	-	173 94
Total gross earnings from operation	-	-	\$36,958 26

MISCELLANEOUS INCOME.

Item.	Gross income.
Rents of lands	\$75 00
Interest	84 45
Total	\$159 45

OPERATING EXPENSES.

Item.	Chargeable to-passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of Way and Structures:			
Repairs of roadway.....	\$3,393 86	\$1,131 28	\$4,525 14
Repairs of bridges and culverts	207 42	69 14	276 56
Repairs of fences, road-crossings, signs, and cattle guards	4 80	1 60	6 40
Repairs of buildings.....	34 26	11 42	45 68
Other expenses, removing ice and snow,	169 54	56 51	226 05
Total	\$3,809 88	\$1,269 95	\$5,079 83
Maintenance of Equipment:			
Rent of locomotives.	\$1,192 50	\$397 50	\$1,590 00
Total.....	\$1,192 50	\$397 50	\$1,590 00
Conducting Transportation:			
Wages of engine-men, firemen and round- housemen ..	\$1,309 95	\$436 65	\$1,746 60
Fuel for locomotives.....	2,110 99	703 66	2,814 65
All other supplies for locomotives.....	56 23	18 75	75 00
Wages of other trainmen.....	1,278 22	426 08	1,704 30
All other train supplies.....	23 80	7 93	31 73
Wages of switchmen, flagmen, and watchmen ..	837 00	279 00	1,116 00
Expense of telegraph, including train dispatchers and operators	267 95	89 32	357 27
Wages of station agents, clerks and laborers.....	2,052 91	648 30	2,737 21
Station supplies ..	162 57	54 19	216 76
Car mileage—balance	1,318 92	439 64	1,758 56
Loss and damage.....	-	5 63	5 63
Injuries to persons	300 00	-	300 00
Total.....	\$9,718 56	\$3,145 15	\$12,863 71
General Expenses:			
Advertising.....	\$ 74 15	-	\$ 74 15
Insurance	111 86	\$ 37 28	149 14
Legal expenses.....	549 78	183 26	733 04
Stationery and printing.....	112 67	37 56	150 23
Other general expenses.....	15 56	5 18	20 74
Total	\$864 02	\$263 28	\$1,127 30
Recapitulation of Expenses:			
Maintenance of way and structures	\$3,809 88	\$1,269 95	\$5,079 83
Maintenance of equipment ..	1,192 50	397 50	1,590 00
Conducting transportation	9,718 56	3,145 15	12,863 71
General expenses.....	864 02	263 28	1,127 30
Grand total	\$15,584 96	\$5,075 88	\$20,660 84
Percentage of expenses to earnings.....	-	-	55.90

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total June 30, 1891.	YEAR ENDING JUNE 30, 1891.	
		Increase.	Decrease.
Cost of road	\$300,000 00		
Cash and current assets	10,972 95	\$10,062 29	
Grand total.....	\$310,972 95	\$10,062 29	
LIABILITIES.			
Capital stock	\$299,925 00		
Profit and loss	11,049 95		
Grand total.....	\$310,972 95	\$10,062 29	

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers	8			
Station agents	6	1,656	\$2,710 80	\$1 63
Other station men	4	267	309 85	1 16
Enginemen	1	313	1,095 50	3 50
Firemen	1	313	594 70	1 90
Conductors	1	313	860 75	2 76
Other train men	2	403	729 70	1 81
Section foremen	2	626	1,189 40	1 90
Other trackmen	6	1,878	2,817 00	1 50
Switchmen, flagmen, and watchmen	1	365	547 50	1 50
Total, including general officers	32	6,134	\$10,855 20	\$1 77
Less general officers	8			
Total, excluding general officers	24	6,134	\$10,855 20	\$1 77
Distribution of above:				
General administration	8			
Maintenance of way and structures	9	2,869	\$4,553 90	
Conducting transportation	15	3,265	6,301 30	
Total, including general officers	32	6,134	\$10,855 20	\$1 77
Less general officers	8			
Total, excluding general officers	24	6,134	\$10,855 20	\$1 77

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for ton- nage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills
PASSENGER TRAFFIC:				
Number of passengers carried earning revenue,	\$ 99,963			
Number of passengers carried one mile	769,538			
Average distance carried	7.69			
Total passenger revenue	-	\$29,448	28	
Average amount received from each passenger,	-		29	4
Average receipts per passenger per mile	-		03	8
Estimated cost of carrying each passenger one mile.	-			02
Total passenger earnings	-	30,582	78	
Passenger earnings per mile of road	-	2,713	64	
Passenger earnings per train-mile	-		139	4
FREIGHT TRAFFIC:				
Number of tons carried of freight earning revenue	6,487			
Number of tons carried one mile	52,828			
Average distance haul of one ton.	8.14			
Total freight revenue	-	6,201	54	
Average amount received for each ton of freight	-		95	5
Average receipts per ton per mile	-		11	7
Estimated cost of carrying one ton one mile. ...	-			09
Total freight earnings	-	6,201	54	
Freight earnings per mile of road	-	550	27	
Freight earnings per train-mile	-		84	8
PASSENGER AND FREIGHT:				
Passenger and freight revenue	-	35,649	82	
Passenger and freight revenue per mile of road,	-	3,163	25	
Passenger and freight earnings.	-	36,784	32	
Passenger and freight earnings per mile of road	-	3,263	91	
Gross earnings from operation	-	36,958	26	
Gross earnings from operation per mile of road,	-	3,279	35	
Expenses	-	20,660	84	
Expenses per mile of road	-	1,833	26	
TRAIN MILEAGE:				
Miles run by passenger trains	21,932			
Miles run by freight trains	7,311			
Total mileage trains earning revenue.	29,243			

MILEAGE OF ROAD OPERATED.

LINE IN USE.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main Line.	Branches and spurs.			Iron	Steel.
Miles of single track	11.27	-	-	11.27	-	11.27
Miles of yard track and sidings .	1.15	-	-	1.15	1.15	-
Total mileage operated (all tracks	12.42	-	-	12.42	1.15	11.27

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—TONS.		Cords hard wood.	Total fuel consumed— tons.	Miles run.	Average lbs. consumed per mile.
	Bituminous					
Total	784	3		786	29,243	53.27
Average cost at distributing point,	\$3.57	\$3.84				

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length —feet.	Minimum length —feet.	Maximum length —feet.	Item	Number.	Height of lowest above surface of rail—feet
Wooden bridges.....	2	63	11	52	Overhead Highway Crossings:		
Trestles.....	10	6370	135	1590	Bridges.....	1	21—6
					Trestles.....	1	20—1
					Total	2	

Track, 11.27 miles; gauge, 4 ft., 8½ in. Miles of telegraph on property of this road, but owned and operated by Western Union Telegraph Co., 11.27.

Table showing the Total Transportation Earnings of the Railroads doing Business in Maine, for the Years 1890 and 1891.

RAILROAD COMPANIES.	1890.	1891.
Augusta, Hallowell and Gardiner Railroad	*	\$ 31,389 15
Bangor and Penobscot Railroad	\$194,438 66	172,009 52
Bangor Street Railway	34,070 87	42,812 13
Biddeford and Saco Railroad (horse)	20,097 18	16,060 71
Boston and Maine Railroad	15,091,690 87	15,356,890 19
Bridgton and Saco River Railroad	23,370 87	27,719 46
Canadian Pacific Railway	97,991 09	
Aroostook River Railroad (leased to C. P. R'y)	64,880 00	234,484 62
Houlton Branch Railroad	6,500 00	
Franklin and Megalloway Railroad	12,786 51	10,923 90
Fryebur / Horse Railroad	825 47	572 88
Grand Trunk Railway	1,061,449 94	1,139,457 85
Lewiston and Auburn Branch Grand Trunk Railway	33,671 79	35,205 84
Kennebec Central Railroad	†3,660 75	13,139 66
Knox and Lincoln Railway	‡159,795 73	§192,499 28
Lewiston and Auburn Horse Railroad	21,309 74	22,811 26
Lime Rock Railroad	54,676 47	57,247 76
Maine Central Railroad	4,226,465 43	4,323,153 71
Monson Railroad	11,335 78	12,581 12
Orchard Beach Railroad	4,216 85	4,797 56
Phillips and Rangeley Railroad	-	7,124 70
Penobscot Shore Line Railroad .....	||42,226 87	K. & L R'y
Portland and Rochester Railroad	233,973 29	242,366 73
Portland Railroad (horse)	136,000 53	140,750 60
Rockport Railroad	11,086 38	9,297 88
Rumford Falls and Buckfield Railroad	48,221 46	54,277 82
Sandy River Railroad	46,157 13	34,025 16
Sebastieook and Moosehead Lake Railroad	7,782 46	8,332 45
Somerset Railway	54,189 16	70,872 69
St. Croix and Penobscot Railroad	38,436 17	37,618 41
Waterville and Fairfield Railroad (horse)	12,532 60	11,651 25
York Harbor and Beach Railroad	34,380 24	36,784 32

* Operations commenced July 26, 1890.

† From July 23d to September 30, 1890.

‡ For ten months, till leased to the Penobscot Shore Line Railroad Company.

§ For eleven months commencing July 31, 1890.

|| For two months to September 30, 1890.

Table Showing Number of Passengers Carried in 1889,
1890 and 1891.

Railroads.	1889.	1890.	1891.
Augusta, Hallowell & Gardiner R. R. (electric),	-	-	* 620,283
Atlantic and St. Lawrence Railroad (G. T.).....	313,004	345,659	365,553
Bangor and Piscataquis Railroad	67,318	71,484	70,468
Bangor Street Railroad.....	215,547	646,258	817,225
Boston and Maine Railroad.....	28,719,884	30,322,923	31,174,544
Biddeford and Saco Railroad (horse)	268,838	299,506	226,200
Bridgton and Saco River Railroad	13,277	14,096	14,484
Canadian Pacific (International).....	4,315	28,350	51,297
Franklin and Megantic Railroad.....	6,529	6,883	7,117
Fryeburg Horse Railroad.....	5,220	10,814	6,950
Kennebec Central Railroad.....	-	† 15,076	33,708
Knox & Lincoln and Penobscot Shore Line R. R.,	123,046	130,168	128,628
Lewiston and Auburn Horse Railroad.....	-	-	389,794
Lewiston and Auburn Branch, Grand Trunk.....	91,053	96,589	96,618
Maine Central Railroad	1,759,088	1,933,377	1,943,351
Monson Railroad.....	4,093	4,390	4,985
Orchard Beach Railroad	• 46,909	44,396	52,461
Phillips and Rangeley Railroad‡.....	-	-	1,295
Portland and Rochester Railroad.....	261,656	326,783	340,807
Portland Railroad (horse).....	2,373,753	2,728,935	2,823,153
Rumford Falls and Buckfield Railroad	23,167	25,924	29,089
Sandy River Railroad.....	21,179	21,376	23,027
Somerset Railway.....	18,218	23,066	32,675
Sebasticook and Moxesehead Railroad	7,629	7,797	8,109
St. Croix and Penobscot Railroad.....	12,588	12,214	12,288
Waterville and Fairfield Horse Railroad.....	232,684	230,614	229,754
York Harbor and Beach Railroad.....	70,298	85,585	99,962

* Commenced operations July 26, 1890.

† From July 23 to September 30, 1890.

‡ Commenced operations January 1, 1891.

Table Showing Tons of Freight Carried in 1889, 1890 and 1891.

RAILROADS.	1889.	1890.	1891.
Atlantic and St. Lawrence Railroad	955,929	923,104	897,999
Bangor and Piscataquis Railroad	75,746	78,889	66,635
Boston and Maine Railroad	5,975,137	6,835,003	6,982,022
Bridgton and Saco River Railroad	10,828	10,190	13,517
Canadian Pacific (international)	4,735	61,914	252,987
Franklin and Megalloway Railroad	7,749	9,907	7,490
Kennebec Central Railroad	-	* 714	4,800
Knox and Lincoln and Penobscot Shore Line R. R.	56,055	101,734	50,951
Lewiston and Auburn Branch, Grand Trunk	52,987	50,913	50,966
Maine Central Railroad	1,329,326	1,720,107	1,741,519
Monson Railroad	7,493	7,813	8,162
Phillips and Rangeley Railroad †	-	-	4,360
Portland and Rochester Railroad	136,469	170,431	181,550
Rockport Railroad	17,000	17,125	17,125
Rumford Falls and Buckfield Railroad	37,312	36,439	41,834
Sandy River Railroad	15,774	13,391	20,478
Somerset Railway	20,355	30,426	43,899
Sebastiecook and Moosehead Railroad	3,627	4,312	4,671
St. Croix and Penobscot Railroad	Not given.		4,430
York Harbor and Beach Railroad	4,956	5,171	6,487

* Commenced operations July 23, 1890.

† Commenced operation January 1, 1891.

Expense.

Appropriation.....		\$2,000 00
Stationery and books.....	\$222 82	
Maps.....	280 56	
Office supplies, express and telegrams.....	33 45	
Postage.....	251 52	

INCIDENTAL EXPENSES OF COMMISSIONERS.

D. N. Mortland.....	395 61	
A. W. Wildes.....	334 30	
Roseue L. Bowers.....	491 74	
	<hr/>	<hr/>
		\$2,000 00

PART IV.

Petitions, Orders of Notice, Decisions of the
Board

AND

Rules of the Board of Commissioners.

1891.

PETITIONS AND DECISIONS OF THE BOARD.

Petition, order of notice and decision of the Board relating to certain highway crossings over Portland & Rochester Railroad, in town of Westbrook. Decision January 10, 1891.

To the Honorable Railroad Commissioners of the State of Maine :

The undersigned, selectmen, being the municipal officers of the town of Westbrook respectfully represent, that on petition of I. F. Quinby, an inhabitant of said town of Westbrook, they duly laid out, on the eleventh day of November, A. D. 1890, a town way in said town as follows, beginning at a stone monument driven in the earth at the point of intersection of the easterly side line of that part of Central street situated on the northerly side of the Portland and Rochester Railroad, and the northerly side line of said railroad, thence southerly and across the land and track of said Portland and Rochester Railroad about one hundred one (101) feet to a stone monument driven in the earth at the point of intersection of the easterly side line of that part of said Central street situated on the southerly side of said railroad, and the southerly side of said railroad. The line described to be the easterly boundary of said way, and said way to be forty-two feet and six (42.6) inches wide on the northerly side of said railroad and fifty (50) feet wide on the southerly side of said railroad and to be situated wholly on the westerly side of said described line.

Which said way has been accepted by said town at a legal meeting of the inhabitants thereof duly notified and held on

the eighth day of December, A. D. 1890, all of which appears upon the books of the clerk of said town. And they further represent that said way crosses the land and track of said Portland and Rochester Railroad Corporation.

They therefore request you to give notice and hearing and determine whether said way shall be permitted to cross such land and track at grade therewith or not, and the manner and condition of crossing the same, and also to determine whether the expense of building and maintaining so much as is within the limits of said railroad shall be borne by said railroad corporation, or by said town of Westbrook, or shall be apportioned between said railroad corporation and said town of Westbrook, and make your report thereon according to the statute in such cases provided.

GEORGE W. LEIGHTON,	} Selectmen	
MAHLON H. WEBB,		of
HENRY H. B. HAWES,		Westbrook.

On the foregoing petition, ordered, that the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the *Portland Daily Press*, a newspaper published at Portland, in the County of Cumberland, the first publication in said paper to be at least seven days before the fifth day of January, A. D. 1891, on which day the Board of Railroad Commissioners will be in session at the selectmen's office in Westbrook at two o'clock in the afternoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 24th day of December, A. D. 1890.

Hearing January 5, 1891. Counsel, William Lyon, for petitioners; F. M. Ray, for Portland and Rochester Railroad.

REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Portland in and for the County of Cumberland, on the second Tuesday of January, A. D. 1891.

The Board of Railroad Commissioners hereby certify that in accordance with the foregoing application and order of notice, they met at the time and place mentioned in said order, and it then and there appearing that notice of said hearing had been published as ordered, gave a hearing to the petitioners and all other persons and parties who appeared and desired to be heard relative to same.

At said hearing, it appeared, from evidence given, that the street or way mentioned in said application, as located, crosses the track of the Portland and Rochester Railroad, within a few rods westerly of the passenger station building in the village of Saccarappa; that said street or way, though recently laid out and accepted by the town, has been, for a number of years, used and treated as a public way, and that a grade crossing, at that point, had been permitted and maintained.

After a former hearing, given by the Board, on the ninth day of May last, permission was granted to said town of Westbrook, to locate said way across the land and right of way of the Portland and Rochester Railroad Company, used for station purposes, as provided by section 29 of chapter 18 of the Revised Statutes.

At said former hearing, the Board after carefully considering the rights and convenience of the public and those of the railroad corporation, determined that said street or way should be so laid out; but before determining to permit the location of said way, as aforesaid, the Board carefully examined the premises, and considered the matter as to whether or not such way should be permitted to cross said railroad at grade, or otherwise, and while under the provisions of the statute, no decision could be rendered in respect to it at that time, the Board in fact, then determined that if a way was to be permitted, it would from necessity have to be constructed so as to cross said railroad at grade. Heretofore two grade crossings have been permitted and maintained without authority across said grounds and railroad track, within a short distance of each other.

The Board while reluctant to sanction the location of a way that would from necessity require a permission that it be constructed so as to cross the railroad at grade, felt that it would be better to sanction one legal grade crossing rather than that more should be maintained and used without authority of law, in that locality.

The Board therefore determines and orders that said street, as located, may be constructed so as to cross said railroad location and track at grade therewith, and that the manner and conditions of constructing and maintaining same shall be as follows :

Said Central street shall be constructed and maintained, within the location of the Portland and Rochester Railroad by the Portland and Rochester Railroad Company, so that said street shall cross exactly at grade with said railroad, and the approaches on either side of the track or tracks of said railroad, within its location, shall be made and maintained as wide as said way is now constructed, and in such manner that said crossing shall be safe and convenient for travelers with horses, teams and carriages, and suitable provisions shall also be made for the passage of surface drainage water.

In witness whereof we have hereunto set our hands this tenth day of January, A. D. 1891.

By the Board.

E. C. FARRINGTON, *Clerk.*

Petition of the Phillips and Rangeley Railroad Company to the Board, to determine the manner of crossing a certain highway on the line of its railroad.

To the Honorable D. N. Mortland, A. W. Wildes and Roscoe L. Bowers, Railroad Commissioners of the State of Maine.

Respectfully represents the Phillips and Rangeley Railroad Company, a corporation duly established under the laws of

the State of Maine, and having its principal place of business at Phillips, in the County of Franklin, and State of Maine.

That it was incorporated and chartered by act of the Legislature, chapter 545, Private and Special Laws of 1889, approved March first, 1889.

That by the provisions of said charter it was and is authorized and empowered to survey, locate, construct, and operate and maintain a railroad from some convenient point in said town of Phillips, connecting with the Sandy River Railroad; thence extending northerly through the town of Madrid, and Township No. 1, Range 2, Dallas Plantation, to some point in the town of Rangeley all in said Franklin County.

That it has organized under the provisions of its said charter and has surveyed, located and partially constructed its said railroad from where it connects with said Sandy River Railroad in said Phillips to said Rangeley.

That in locating and constructing said railroad, it has become convenient and necessary to cross the highway and town way in said Phillips as follows :

The road leading from the river-road to the dwelling-house of S. W. Parlin at point about ninety rods easterly of said river-road.

That it is not practicable to make said crossing other than at or nearly at a grade with said highway or townway as now maintained.

That said way is infrequently traveled and that it is impossible at any reasonable expense to construct said railroad so as to pass over or under said way.

Therefore the said Phillips and Rangeley Railroad, petition your Honorable Board to view so much of said location and survey as crosses said highway and townway and after due notice to all parties interested and hearing the same to authorize your petitioner to build, construct and maintain its railroad across the said way at or near the present grade thereof, and to fix the manner and determine how said crossing shall be built and maintained and that after said notice, hearing and views you will make and pass such orders and decrees in

the premises as required by the provisions of sections 27 and 28 of chapter 18, R. S. as amended.

Phillips, Maine, December 17, 1890.

Phillips and Rangeley Railroad Company,
by W. A. Rich, President and Manager.

ACTION OF THE BOARD.

At the time the foregoing petition was presented to the Board, the railroad company had entered upon the construction, and had graded its line of railroad in the vicinity of the way mentioned. For these reasons, the Board held that they had no jurisdiction of the subject matter.

E. C. FARRINGTON, *Clerk.*

January 13, 1891.

Petition of Selectmen of Westbrook, relating to a certain highway crossing over Portland & Rochester Railroad—and action of the Board thereon.

To the Honorable Railroad Commissioners of the State of Maine :

The undersigned, selectmen, being the municipal officers of the town of Westbrook in the County of Cumberland, respectfully represent, that a petition has been presented to them asking for the laying out of a town road in said town of Westbrook, for the use of said town, beginning at the southerly terminus of that part of Mechanic street situated on the northerly side of the Portland and Rochester Railroad as the same is now laid out, thence southerly, and across the land and track of said Portland and Rochester Corporation, to the northerly terminus of that part of said Mechanic street situated on the southerly side of said Portland and Rochester Railroad, as the same is now laid out on the southerly side of said railroad.

And they further represent, that said proposed road will cross the land or right of way of the said Portland and Rochester Railroad Corporation used for station purposes.

They therefore request you to give notice and hearing, and to adjudge whether public convenience and necessity require it.

GEORGE W. LEIGHTON, } Selectmen
 MAHLON H. WEBB, } of
 HENRY H. B. HAWES, } Westbrook.

ACTION OF THE BOARD.

The subject matter of the foregoing petition having been passed upon by the Board at a former hearing, the same was dismissed.

E. C. FARRINGTON, *Clerk.*

January 27, 1891.

Petition, Order of Notice, and Action of the Board, relating to the approval of Articles of Association of the Bangor and Aroostook Railroad Company. Approved February 13, 1891.

To the Honorable Railroad Commissioners of the State of Maine.

We, the undersigned, persons named as directors in certain articles of association made and signed, for the purpose of becoming a corporation, to be known as the Bangor and Aroostook Railroad Company, for the purpose of constructing, maintaining and operating a railroad of standard gauge, from a point of junction with the Bangor and Katahdin Iron Works Railway (now under lease to the Bangor and Piscataquis Railroad), in Brownville in Piscataquis County, in State of Maine to the villages of Presque Isle and Ashland, in the County of Aroostook in said State, respectfully ask that the annexed articles of association may be approved.

Dated at Bangor, County of Penobscot and State of Maine, this ninth day of February, A. D. 1891.

C. F. BRAGG, }
 ALBERT A. BURLEIGH, } Directors.

On the foregoing petition, Ordered, That the petitioner cause to be published a true copy of said petition, and this

order of notice thereon, four days successively in the Bangor Daily Commercial, Bangor Daily Whig & Courier and Bangor Daily News, newspapers published at Bangor in the County of Penobscot, the first publication in each paper to be at least three days before the thirteenth day of February, A. D. 1891, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at two o'clock in the afternoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this ninth day of February, A. D. 1891.

ARTICLES OF ASSOCIATION ; ANNEXED.

Know all men by these presents :

That we, the subscribers hereto, a majority of whom are citizens of the State of Maine hereby associate ourselves together, to form a company under the name of, Bangor and Aroostook Railroad Company for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property within the State of Maine, and each of us hereby agree to take the number of shares in said company set against his signature hereto.

The gauge of said railroad is to be four feet eight and one-half inches ; said railroad is to be constructed, maintained and operated, from a point of junction with the Bangor and Katahdin Iron Works Railway (now under lease to Bangor and Piscataquis Railroad) in Brownville in Piscataquis County in said State of Maine to the village of Presque Isle in Aroostook County in said State, also from a point of junction with said line from said Brownville to said Presque Isle, in the plantation of Dyer Brook in said Aroostook County to the village of Ashland in said Aroostook County ; the length of said railroad as near as may be, is for the first mentioned line from Brownville to the village of Presque Isle, one hundred and thirty-five miles, and for the other line from said Dyer Brook plantation to said village of Ashland of forty miles ; the names of the towns and plantations, through which

or into which said railroad is to be made are for first mentioned line, Brownville, Townships five, Range nine, North Waldo patent, Township four Range nine, North Waldo patent, all in said Piscataquis County; Township A Range eight and nine West from East line of State, Township No. three Indian purchase, Township one Range seven West from East line of State, Township two Range seven West from East line of State, Township two Range six West from East line of State, Staceyville plantation, all in Penobscot County in said State; Sherman in said Aroostook County, Patten in said Penobscot County; Crystal plantation, Island Falls, Dyer Brook plantation, Oakfield plantation, New Limerick, Houlton, Littleton, Monticello, Bridgewater, Blaine, Mars Hill, Easton, and Presque Isle, all in said Aroostook County; and for second mentioned line Dyer Brook plantation, Merrill plantation, Moro plantation, Township seven Range four West from East line of State.

Township eight Range four West from East line of State, Township nine Range four West from East line of State, Township nine Range five West from East line of State, Masardis and Ashland, all in said Aroostook County; the amount of capital stock of said company is to be one million and fifty thousand dollars, divided into ten thousand five hundred shares of one hundred dollars each.

Albert A. Burleigh of Houlton, Aroostook County, Maine, and Charles A. Gibson, Hiram H. Fogg, Frederick H. Appleton and Charles F. Bragg, all of Bangor in said Penobscot County are five persons, all citizens of the State of Maine, who will act as directors of said company and manage its affairs until others are chosen in their places.

Dated this sixth day of February, A. D. 1891.

Subscribers.	Residence.	No. of shares.
J. P. Bass,	Bangor,	525
F. H. Appleton,	"	525
Charles V. Lord,	"	525
Geo. Stetson,	"	525
N. E. Bragg,	"	525

Subscribers.	Residence.	No. of shares.
Chas. A. Gibson,	Bangor,	525
E. L. Stewart,	"	525
C. C. Prescott,	"	525
B. B. Thatcher,	"	525
Albert A. Burleigh,	Houlton,	1050
Philo A. Strickland,	Bangor,	525
A. H. Thaxter,	"	525
N. C. Ayer,	"	525
Samuel Stearns,	"	525
Olmon H. Fogg,	Houlton,	525
H. P. Oliver,	Bangor,	525
Hiram H. Fogg,	"	525
Willis I. Shaw,	New Limerick,	525
C. F. Bragg,	Bangor,	525

We, Charles A. Gibson, Charles F. Bragg and Frederick H. Appleton, constituting a majority of the directors named in the foregoing articles of association to which this affidavit is annexed being duly sworn on oath say that the whole amount of the capital stock named in said articles of association has been subscribed for in good faith, by responsible parties and five per cent thereon has been paid in cash to the directors named in said articles of association and that it is intended in good faith to construct, maintain and operate the road mentioned in said articles of association.

CHARLES A. GIBSON,
CHARLES F. BRAGG,
FREDERICK H. APPLETON.

STATE OF MAINE.

PENOBSCOT SS.

February 7th, A. D. 1891.

Personally appeared Charles A. Gibson, Charles F. Bragg and Frederick H. Appleton and severally made oath to the truth of the foregoing statement by them severally signed.

Before me,

HUGH R. CHAPLIN, *Justice of the Peace.*

I, Edward G. Wyman of Bangor, Maine, Cashier of the First National Bank of Bangor, hereby certify that there has been and now is deposited in said bank to the credit of the Provisional Directors of the Bangor and Aroostook Railroad Company, the sum of fifty-two thousand five hundred dollars.

E. G. WYMAN, *Cashier First National Bank, Bangor.*

February 7th, 1891.

STATE OF MAINE.

PENOBSCOT ss.

February 7th, 1891.

Personally appeared Edward G. Wyman and made oath to the truth of the foregoing statement by him subscribed.

Before me,

HUGH P. CHAPLIN, *Justice of the Peace.*

STATE OF MAINE.

We, the undersigned board of Railroad Commissioners for the State of Maine, having carefully examined the within articles of association, and after a public hearing thereon, being satisfied that all the provisions of sections one and two of chapter fifty-one of the Revised Statutes have been complied with, hereby approve and endorse the same.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		Commissioners
ROSCOE L. BOWERS,		
		of Maine.

AUGUSTA, February 13, 1891.

Petition, Order of Notice, and decision of the Board, relating to approval of the Articles of Association of the Belfast Street Railway Company. Approved March 11, 1891.

BELFAST STREET RAILWAY COMPANY.

We, the undersigned, hereby associate ourselves to form a company for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of per-

sons and property within the State of Maine, in accordance with chapter fifty-one of the Revised Statutes and amendments thereto, and for that purpose hereby make and sign the following articles of association, viz :

1. The name of said company is the Belfast Street Railway Company.

2. The gauge of the road is to be four feet eight and a half inches.

3. The places from which and to which said road is to be constructed, maintained and operated, are from a point at or near the Post Office in Belfast, to a point at or near the Camp Ground, so called in Northport; said railway to run upon and over the streets, highways and town ways of said Belfast and Northport, and to be operated by electricity.

4. The length of said road as nearly as may be, is three and one-half miles.

5. The names of each town and county in the State through which or into which said road is to be made are Belfast and Northport, both in the County of Waldo.

6. The amount of capital stock is twenty-one thousand dollars.

7. The number of shares of which said stock consists is two hundred and ten.

8. The names and places of residence of the persons who shall act as directors of the proposed company, and manage its affairs until others are chosen in their places, are Robert F. Peirce, Percy C. Peirce, and Joseph Williamson, all of said Belfast, and Thomas T. Robinson of Dedham, and W. B. Furgerson of Malden, both in the Commonwealth of Massachusetts.

Dated this twenty-fourth day of February, 1891.

Signatures of Subscribers.	Residences.	No. of shares to be.
Robert F. Peirce,	Belfast, Me.,	79
Percy C. Peirce,	"	5
H. E. Peirce, by P. C. P.,	"	1
Charles H. Field,	"	1
H. R. Marshall,	"	1
A. C. Burgess,	"	1

Signatures of Subscribers.	Residence.	No. of shares to be.
Thomas T. Robinson,	Dedham, Mass.,	60
W. B. Furgerson,	Malden, Mass.,	60
Joseph Williamson,	Belfast, Me.,	1
J. Williamson, Jr., by J. W.,	"	1

We, the undersigned, a majority of the directors named in the within articles of association, make affidavit and say that the amount of stock therein named, and required by section one of chapter fifty-one of the Revised Statutes of Maine, has been subscribed thereto, in good faith by responsible parties, and five per cent paid thereon in cash to the directors named in said articles, and that it is intended in good faith to construct, maintain and operate the road mentioned in said articles.

Dated this 26th day of February, A. D. 1891.

PERCY C. PEIRCE,
ROBERT F. PEIRCE,
JOSEPH WILLIAMSON.

WALDO ss. February 26th, A. D. 1891.

Personally appeared the above named Robert F. Peirce, Percy C. Peirce and Joseph Williamson, and made oath to the truth of the foregoing affidavit by them subscribed.

Before me,

FRANKLIN A. GREER, *Justice of the Peace.*

I, William H. Quimby, Assistant Treasurer of the Belfast Savings Bank make affidavit and say that there is deposited in this bank to the credit of Robert F. Peirce and Joseph Williamson, directors of the Belfast Street Railway Company the sum of ten hundred and fifty dollars (\$1050).

Dated this tenth day of March, A. D. 1891.

W. H. QUIMBY, *Assistant Treasurer.*

WALDO ss. March 10th, A. D. 1891.

Subscribed and sworn to before me,

JOSEPH WILLIAMSON, JR., *Justice of the Peace.*

To the Honorable Railroad Commissioners of the State of Maine.

We, the undersigned persons named as directors in certain articles of association made and signed, for the purpose of forming a company by the name of the Belfast Street Railway Company, for the purpose of constructing, maintaining and operating a railroad with a gauge of four feet eight and a half inches, from a point at or near the Post Office in Belfast, to a point at or near the Camp Ground, so called, in Northport, in the County of Waldo, respectfully ask that the accompanying articles of association may be approved.

Dated at said Belfast, this twenty-sixth day of February, A. D. 1891.

ROBERT F. PEIRCE,
PERCY C. PEIRCE,
JOSEPH WILLIAMSON.

On the foregoing petition, ordered, that the petitioners cause to be published a true copy of said petition, and this order of notice thereon in the *Belfast Republican Journal*, and *Belfast Age*, newspapers published at Belfast in the County of Waldo, the first publication in each paper to be at least four days before the eleventh day of March, A. D. 1891, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at two o'clock in the afternoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 27th day of February, A. D. 1891.

ACTION OF THE BOARD.

We, the undersigned Board of Railroad Commissioners for the State of Maine, having carefully examined the within articles of association, and after a public hearing thereon, being satisfied that all of the provisions of chapter fifty-one of the Revised Statutes have been complied with, hereby approve and endorse the same.

By the Board.

E. C. FARRINGTON, *Clerk*.

March 11, 1891.

Petition, Order of Notice and Decision of the Board, relating to a certain highway crossing in the town of Passadumkeag. Decision April 25, 1891.

STATE OF MAINE.

To the Honorable Railroad Commissioners of the State aforesaid.

The undersigned, selectmen of the town of Passadumkeag, in the County of Penobscot, and State of Maine, respectfully represent, that previously to the laying out or construction of the railroad hereinafter mentioned, a street was laid out through the village of Passadumkeag, known as Union street, crossing the public highway leading to Burlington and known as Burlington street, which highway was also laid out and constructed long before said railroad was laid out or established,—that after both said ways were laid out, the European and North American Railway was laid out and established and constructed, so as to cross both of said streets near their junction with each other,—that recently said Union street has been made up to the point where said railroad crosses it, and it is desired to make the same still further and across the railroad and thus extend it in accordance with its original laying out. The elevated character of the railroad at the point of crossing is however such as to require a large additional expense to be incurred for its construction beyond what would be the cost if no such railroad track existed there. Wherefore your petitioners claim that said railway of the Maine Central Railroad Company, its lessee and operator of said railroad shall make and complete said street or highway within the limits of the railway, and that the expense thereof shall be borne by said principal corporation or its lessee aforesaid, and the said companies have been accordingly requested to do such work and thus make the way passable, all which they neglect and refuse to do.

Whereupon the selectmen, municipal officers aforesaid of said town of Passadumkeag, respectfully request you, the said

Railroad Commissioners, after proper notice to the parties aforesaid interested in the matter, and especially the Maine Central Railroad Company, lessee and operator of the railroad as aforesaid and hearing, to examine the premises, and thereupon determine whether the way or street aforesaid shall be permitted to cross the track of said railroad at grade therewith or not, or under or over the same, and also the manner and condition of crossing the same, and the expense of building and maintaining so much thereof as is within the limits of such railroad, and whether the same shall be borne by such railroad company or its lessee aforesaid, or by the town aforesaid, or whether the same shall be apportioned between such companies or one of them and said town, and thereupon to make their said commissioners' report of their determination, and to take such further proceedings as are by statute in such cases provided.

All of which is respectfully submitted by the undersigned, selectmen aforesaid, on this fifth day of December, 1890.

C. L. HATHAWAY,	} Selectmen of Passadumkeag.
J. W. DENNIS,	
WM. LEONARD,	

On the foregoing petition, ordered, that the petitioners cause to be published a true copy of said petition, and this order of notice thereon, four days successively in the *Daily Commercial*, a newspaper published at Bangor in the County of Penobscot the first publication in said paper to be at least seven days before the eighth day of April, A. D. 1891, on which day the Board of Railroad Commissioners will view the location of said proposed way, and will be in session at the depot of the Maine Central Railroad in Passadumkeag, at nine o'clock in the forenoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this 28th day of March, A. D. 1891.

REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Bangor in the County of Penobscot, on the first Tuesday of October, A. D. 1891.

The petitioners, the selectmen of the town of Passadumkeag, on the fifth day of December, A. D. 1890, presented to the Board, the foregoing application; but owing to the season of the year and the depth of the snow in the locality of said proposed crossing, which would prevent an inspection of the same, the Board determined to delay action thereon until a more perfect view and inspection of the locality could be obtained.

On the twenty-eighth day of March, A. D. 1891, the Board appointed Tuesday the eighth day of April, A. D. 1891, and the depot of the Main Central Railroad, in Passadumkeag, as the time and place for a hearing thereon as provided by law, and as appears by the foregoing, ordered the petitioners to cause notice thereof to be given by publishing a true copy of said petition and their order thereon, four days successively in the *Daily Commercial*, a newspaper published at Bangor in said county.

On said day, the Board met at the time and place appointed, and after viewing the locality of the proposed crossing, gave a hearing to the petitioners and all other persons who appeared and desired to be heard relative to the same. From the evidence adduced at said hearing, it appeared that some time prior to the construction of the European and North American Railway, now leased and operated by the Maine Central Railroad Company, a street or way was laid out through the village of Passadumkeag, called Union street, which as then laid out, extended from the highway near the river, easterly across a highway known as Burlington street, in said village; that since said laying out, the portion of said street leading easterly from a junction with said Burlington street, has been constructed; that until during the past year, no attempt has been made by the inhabitants of said town, to open or con-

struct said way across Burlington street or the portion lying westerly thereof. Since said street was laid out as above stated, the European and North American Railway has been constructed and crosses said Burlington street diagonally, to the point where said Union street, as located, would cross Burlington street. It also appeared that within the past two years, the Maine Central Railroad Company, which, as lessee, is now operating the European and North American Railway, has erected a depot near where Burlington street crosses said railroad, by reason of which erection and maintenance, said Burlington street crossing is now within the grounds used for station purposes by said railroad company.

The petitioners assume that, having first located a way across the grounds over which a railroad has since been constructed, their right to such location is paramount to that of the railroad company, though they had failed to construct the same for more than six years since such location was filed; therefore the petitioners do not ask the Board for permission to locate a street or way across said railroad track; but assume that they now have a right of way established, and ask the Board to determine the manner and conditions of simply how such a crossing may be made. .

This Board cannot concur in the view of the law taken by the petitioners. While it does not clearly appear just when the location of Union street was made and accepted by the town, it is clear that it was done, if at all, prior to the location and construction of the railroad, and said railroad has been constructed and in operation through that village nearly twenty years.

Section 36, chapter 18, Revised Statutes, provides that "when a town way, private way, or highway is wholly or partly discontinued by the commissioners, a time shall be fixed for it. And when laid out by them, the way shall be regarded as discontinued, if not opened within six years from the time allowed therefor." Though this way, so far as appears, may not have been laid out by the county commis-

sioners, and might not for that reason, be regarded as discontinued, still a failure to construct the way for more than twenty years after such laying out, renders it, at least, doubtful whether the town has now any rights under such proceedings, and if not, the Board would have no jurisdiction to determine the manner and conditions such a way should cross the location of a railroad legally established, and we would say further, the Board would be reluctant to assume jurisdiction in this case, if we found the facts to be as set forth in the petitioners application.

The Board, from an inspection of the location and from the evidence adduced at said hearing, finds that in fact Burlington street, so called, crosses said railroad at grade, at the point mentioned in the application; that the way called Union street, which the petitioners purpose to construct, by its location, simply intersects with Burlington street at that point, and in constructing said Union street, no additional crossing of the railroad will be required, though to facilitate travel to and from the crossing now established at that point, a portion of the railroad location, on the westerly side, will have to be appropriated to make the approaches thereto.

A crossing from Union street, on the easterly side of said railroad is now legally established and existing.

Under this petition, we think that the Board may determine the manner and conditions, under which such crossing may be enlarged or extended across an additional portion of the railroad location. We think, too, that it is reasonable and proper to permit it to be done.

Therefore the Board determines and orders that said street or way may be extended westerly from the track of said railroad, across a portion of the railroad location, as said street or way is now located, and the manner and conditions of constructing and maintaining such crossing, shall be as follows: Said street or way shall be constructed and maintained within the location of said railroad, by the Maine Central Railroad Company; said street when completed shall not be less than two rods in width, and the approaches toward said railroad

track shall not be steeper than one foot elevation to every twenty feet out from said track.

Said railroad company shall place and maintain suitable planking between the rails of the track and the approaches thereto, but said planking shall not extend northerly, more than ten feet from the center of said street as now located.

In witness whereof, we have hereunto set our hands this twenty-fifth day of April, A. D. 1891.

By the Board.

E. C. FARRINGTON, *Clerk.*

Petition of Zig-Zag Railroad Company, Peaks Island, for change of Gauge, and action of the Board thereon.

To the Honorable Railroad Commissioners of the State of Maine.

GENTLEMEN: At a meeting called for the purpose, it was moved and carried that the gauge of the Zig-Zag Railroad be changed to the standard gauge, from three feet and six inches, to four feet eight and one half inches, and we do hereby request and pray your Honorable body to grant us permission to build the Zig-Zag Railroad the standard gauge.

Please grant an immediate decision as we must sign papers to complete contract on the eighth instant.

MAY CHAPMAN, *President.*

JOHN H. HUMPHREY, } Directors of
CHARLES H. CHASE, } Zig-Zag Railroad.

ACTION OF THE BOARD.

The foregoing petition not complying with the provisions of law was dismissed.

E. C. FARRINGTON, *Clerk.*

June 5, 1891.

*Petition, Order of Notice and Decisions of the Board
Relating to certain highway crossings, over the M. C. R.
R., in the town of Fairfield. Decision July 17, 1891.*

To the Honorable Railroad Commissioners of the State of
Maine.

The undersigned, selectmen of the town of Fairfield, the
County of Somerset, respectfully represent that a town way
has been laid out in said town as follows :

Beginning on the west line of Main street in Fairfield vil-
lage in said town, at a point about ten rods and fifteen feet
north of the southeast corner of F. P. Wing's dwelling-house
lot and running north fifty-seven degrees west, thirty-eight
rods five and one-half feet to the southeast corner of land of
J. E. Cotton ; thence north sixty degrees west, ten rods to
the east line of High street ; said course being the north line
of said way, which said way runs across the land, location and
right of way of the Maine Central Railroad Company, used
for station purposes.

And the selectmen aforesaid further represent that a town
way has been laid out in said Fairfield as follows :

Beginning at a point on the road leading from the Benja-
min Burrill place (so called) to Shawmut village in said town
one hundred and thirty-three feet north of the northeast
corner of Albert Jewell's homestead lot, and running east fifty
degrees south one hundred and fifty feet ; thence south sixty-
two degrees east sixty-eight rods and six inches, said way
crossing the track of the Maine Central Railroad Company,
and laying in the south side of said course.

They therefore request you to give notice and hearing and
adjudge whether public convenience and necessity require the
laying out of said ways, and to determine further whether
said ways shall be permitted to cross the track or tracks of
the Maine Central Railroad Company at grade therewith or
not ; and the manner and condition of crossing the same, and

how the expense of building so much of said ways as is within the limits of said railroad shall be borne.

D. C. HALL,	}	Selectmen
WM. BALENTINE,		of
OWEN G. FLOOD,		Fairfield.

FAIRFIELD, MAINE, May 29th, 1891.

On the foregoing petition, ordered, that the petitioner cause to be published a true copy of said petition, and this order of notice thereon, one week in the *Fairfield Journal*, a newspaper published at Fairfield, in the County of Somerset, the first publication to be at least seven days before the fourteenth day of July, A. D. 1891, on which day the Board of Railroad Commissioners will be in session at the office of George G. Weeks in Fairfield at ten o'clock in the forenoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 6th day of July, A. D. 1891.

REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Skowhegan, on the third Tuesday of September, A. D. 1891.

In accordance with the foregoing application and order of notice, the Board met at the time and place mentioned in said order and, finding that notice had been published as ordered, after viewing the locations of the crossings mentioned in said application, gave a hearing to the petitioners and all others who desired to be heard relative to same.

By the view and evidence elicited at said hearing, the Board finds the facts, as to the first named street or way to be as follows:—

A street or way has been laid out and accepted by the town, starting from the westerly side of Main street in the village of Fairfield; thence westerly across the location and track formerly of the Kennebec and Somerset Railroad, now owned and operated by the Maine Central Railroad Company,

and continuing across the location and tracks of the Maine Central Railroad to High street in said village, a distance of about forty-eight rods in all; that a large portion of the distance above mentioned is across the lands and locations of the railroad aforesaid; that if said street or way is constructed, as laid out, it must cross not only "the land, location and right of way of the Maine Central Railroad," as set forth in said petition, but also the track and location of the Kennebec and Somerset Railroad now owned and operated by the Maine Central Railroad Company as a spur track, all of which are within the yard limits and used by said company for station purposes; that the two tracks above mentioned, at the point where said street or way would cross, are in the vicinity of one hundred feet apart, and all of the intervening space is owned by the Maine Central Railroad Company, and necessary for use for side tracks, buildings and other station purposes.

Section twenty-nine of chapter eighteen of the Revised Statutes is as follows:—

"No way shall be laid out through or across any land or right of way of any railroad corporation, used for station purposes, unless after notice and hearing, the Railroad Commissioners adjudge that public convenience and necessity require it."

It appeared from the evidence elicited at the hearing, that all of the land over which this contemplated street or way is laid out, other than that of the railroad corporation, belongs to one individual; that the two highways, viz: Main street and High street, above mentioned, run parallel with the tracks of the railroad and intersect with each other a short distance southerly of the contemplated way, and that another street connects these two streets near the station of the railroad company. This contemplated way, if constructed, at all, would from necessity, have to cross the two tracks of the railroad above mentioned, at grade, and each within the yard limits of the railroad, where trains and locomotive must frequently pass to and fro, shifting and making up trains. The owner of the land, on either side of the railroad, claims that

he has a right of way across the track or tracks of the railroad corporation, in the vicinity of this contemplated street, the use of which he has been deprived by the corporation, and this fact is given as one reason why a public way should be permitted.

It is further claimed that, by reason of such private right of way and by reason of the partial construction of the public way on either side of the railroad, which has to some extent been used by the public as a crossing, its location and approval as a public way, has become a necessity.

That the construction of this way as contemplated, would convene the owner of the estate above described, in passing from one portion of his estate to the other, and that more or less of the public would be inconvenienced, by having a more direct road to and from certain points in that vicinity, there can be little doubt; but these reasons are hardly sufficient to convince the Board of Railroad Commissioners that public convenience and necessity require it to be laid out and constructed, as prayed for.

The statute above quoted was intended to prevent the unnecessary laying out of streets or ways over territory used by railroad companies for station purposes. The law requires that more than the mere convenience of a few individuals should be subserved, by permitting ways to be so laid out and constructed. It requires that such ways should be found to be a public necessity as well as a convenience.

The Board cannot deem the way asked for here, to be a public necessity, or even that public convenience requires its construction. We doubt that if either public or private interests would be subserved by permitting it. The danger to passers on this way, either on foot or in teams, would be imminent at all times. We therefore, adjudge that public convenience and necessity does not require the laying out of said way across the land, location and rights of way of the Maine Central Railroad, used for station purposes, as prayed for in said application, and the prayer of the petitioners, in that respect, is hereby denied.

In respect to so much of the petitioners' application as relates to the crossing near Shawmut village in said town of Fairfield, the Board, after careful consideration of all the facts presented by the petitioners and others relative to same, feel compelled, at this time, to say that they see no valid reason why a crossing at grade of the railroad, at that point, should be allowed. It may be that public exigencies required the laying out of this street. The selectmen of the town have so found, and that fact is wholly within their province; but the statute provides that this Board "shall upon notice and hearing determine whether the way shall be permitted to cross such track at grade or not."

The obvious intent of the Legislature in enacting the statute, partially quoted above, was to discourage or prevent additional crossings, in this State at grade. This object, however, cannot be accomplished if towns and cities continue to persist in laying out streets and ways in such localities and in such manner that a crossing cannot reasonably be made other than at grade.

To our minds there seems to be no valid reason why this way should, at this time, be laid out at all. There are no buildings, or inhabitants living on the line of this street or way, and may not be for years to come. Certainly the Board could make no reasonable excuse for permitting a dangerous grade crossing for the benefit of those who might travel that way simply for pleasure.

As it is not probable that the town will desire to open said way, except to cross at grade, we do not deem it necessary to determine the manner and conditions said way may cross otherwise than at grade.

However, if the petitioners should desire such a determination, this report can be recommitted, or sent to a new commission as provided by law.

In witness whereof, we have hereunto set our hands this seventeenth day of July, A. D. 1891.

By the Board.

E. C. FARRINGTON, *Clerk.*

Petition, order of notice and decision of the Board relating to a certain highway crossing over the Maine Central Railroad in the town of Wales. Decision October 24, 1891.

To the Honorable Railroad Commissioners of the State of Maine.

The undersigned, selectmen of the town of Wales, in the County of Androscoggin, respectfully represent that a county road has been laid out in the town of Greene and Wales, and so much of said location as is located in said town of Wales is described as follows :

Beginning at a point on the boundary line between the towns of Greene and Wales, thence south thirty and one-fourth degrees east seventeen rods and ten links to the west-erly side of the Maine Central Railroad, thence south fifty and one-half degrees east, four and one-half rods, across said railroad, thence same course, sixty-five rods to a point on Alden Moulton's land, thence south nearly sixty-three degrees east, the distance of one hundred and seventy-eight rods to a point one rod northerly of John S. Webster's land, thence south, fifty-four degrees and twenty minutes east, about twelve rods to the pond road, so-called in said town of Wales. We therefore request you to give notice and hearing, and to determine whether said way shall be permitted to cross the track or tracks of the Maine Central Railroad Company at grade therewith or not, and the manner and condition of crossing the same and how the expense of building so much of said way as is within the limits of said railroad shall be borne.

F. E. MARR,	} Selectmen	
ALDEN MOULTON,		} of
EUGENE HAM,		} Wales.

WALES, ME., August 29, 1891.

On the foregoing petition, ordered, that the petitioner cause to be published a true copy of said petition, and this order of notice thereon, four days successively in the *Lewiston Evening Journal*, a newspaper published at Lewiston, in the County of Androscoggin, the first publication in said paper to

be at least four days before the second day of October, A. D. 1891, on which day the Board of Railroad Commissioners will view the location and be in session at the house of Alden Moulton in Wales, at three o'clock in the afternoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 23d day of September, A. D. 1891.

REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court, next to be held at Auburn, on the third Tuesday of January, A. D. 1892.

As appears by the foregoing, a highway leading from a point in the town of Greene, to a point in the town of Wales, has been legally laid out and established, which, by its location, crosses the track of the Maine Central Railroad, in the town of Wales, and the selectmen of said town, by their petition, now ask to have the manner and conditions said way may cross said railroad, determined as provided by law.

On the reception of said petition, the Board appointed the second day of October, A. D. 1891, at three o'clock in the afternoon and the house of Alden Moulton in Wales, as the time and place for a hearing on same, and ordered notice thereof to be published, as appears by the foregoing order.

On said day the Board met at the time and place mentioned, and it then and there appearing that notice had been published as ordered, gave a hearing to the petitioners, no other persons or parties appearing. At said hearing it appeared that the way mentioned had been constructed on each side of the railroad location; that the land on each side of the railroad, where said way crosses, is comparatively level; that the section of country through which said way is located, is sparsely settled, and as appears, the travel on said way will be light and infrequent for many years to come if not always.

For these reasons, the Board does not deem it unreasonable to permit said way to be constructed so as to cross said railroad track at grade therewith.

The Board therefore determines that said highway may be constructed so as to cross said railroad track at grade, and that the manner and conditions of such crossing shall be as follows :

So much of said highway as shall be within the location of the Maine Central Railroad shall be constructed by the Maine Central Railroad Company, and shall be as wide as said highway is now constructed on either side of said railroad location. The surface of the approaches on either side of the railroad track shall be made and maintained so that the same shall not be steeper than one foot elevation for every twenty feet out from said railroad track.

Said railroad company shall make and maintain said highway within its location, safe and convenient for travelers on said highway, with horses, teams and carriages, and also shall make suitable provisions for the passage of surface drainage.

In witness whereof we hereunto set our hands this fourteenth day of October, A. D. 1891.

By the Board.

E. C. FARRINGTON, *Clerk.*

Petition, Order of Notice, and Decision of the Board, relating to the approval of location of the Belfast Street Railway Company. Decision November 10, 1891.

To the Honorable Board of Railroad Commissioners of State of Maine.

The Belfast Street Railway Company, a corporation duly organized under the provisions of sections one to five inclusive of chapter fifty-one of the Revised Statutes, before commencing the construction of its road, respectfully prays for approval of location of said road, in accordance with the map

of the proposed route and with the profile of the line, and with the report and estimate prepared by the engineer from actual survey, which accompany this petition.

Dated at Belfast this first day of October, A. D. 1891,
The Belfast Street Railway Company,

By R. F. PEIRCE, President.

On the foregoing petition, ordered: That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, two weeks successively in the *Republican Journal*, a newspaper published at Belfast in the County of Waldo, the first publication in said paper to be at least seven days before the 24th day of October, A. D. 1891, on which day the Board of Railroad Commissioners will be in session at the Court House in Belfast at nine o'clock in the forenoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this sixth day of October, A. D. 1891.

REPORT AND DECISION OF THE BOARD.

As appears by the foregoing, the petitioner, a railroad corporation organized and incorporated under the provisions of sections one to five, inclusive, of chapter fifty-one of the Revised Statutes, having made a location of its proposed railroad and having presented to the Board a map on an appropriate scale and a profile thereof, together with a report and estimate prepared by a skillful engineer from actual survey, now ask the approval of the Board as provided by section six of said chapter.

At the time appointed by the foregoing order for the hearing, the Board met and made an inspection of the route of location and gave a hearing to the petitioners and all others who appeared and desired to be heard relative to same.

From an inspection of the route and evidence submitted, it appeared that the road, as located, is to extend from a point

at the intersection of Church and Main streets in the city of Belfast; thence to extend southerly in the center of said Church street to the avenue leading to Northport; thence on the easterly side of the traveled way thereof, to a way in said Northport leading southeasterly from said avenue; thence on the easterly side of the way aforesaid and into the Camp Ground in Northport to a point near the "Ruggles House," on said ground. It also appeared that at and near the point above named, a village of no inconsiderable size, has sprung up within the past ten or twenty years, and is now one of the most prominent and flourishing summer resorts along the coast of Maine. A very large number of cottages have been erected in that vicinity, and thousands of people make it their dwelling place during the summer months.

The distance from this point to the city of Belfast, is but about three miles. Section 6 of Chapter 51 of the Revised Statutes above mentioned, provides that "If the Board of Railroad Commissioners, after hearing the petition, approves the proposed location, and finds that public convenience requires the construction of such road, the corporation may proceed with the construction thereof."

From the above statement of facts, which appeared from an inspection and the evidence adduced at the hearing aforesaid, the Board cannot doubt that public convenience will be subserved by the construction and operation of the proposed road.

At said hearing, it further appeared that the city of Belfast and the town of Northport had given to the corporation permission to construct its railroad as located.

We therefore find, adjudge and determine that public convenience requires the construction of said railroad, and we do hereby approve the location of same, as appears by the plans herewith submitted, and this day approved by us.

In witness whereof we have hereunto set our hands this tenth day of November, A. D. 1891.

By the Board.

E. C. FARRINGTON, *Clerk.*

Petition, Order of Notice, and Action of the Board relating to an increase of capital stock of the Phillips and Rangeley Railroad Company. Approved, November, 10, 1891.

To the Honorable D. N. Mortland, A. W. Wildes and Roscoe L. Bowers, Railroad Commissioners of the State of Maine :

Respectfully represents, the Phillips and Rangeley Railroad Company, a corporation duly established by law and having its office and principal place of business at Phillips, in the county of Franklin and State of Maine, that it was organized under the provisions of chapter 545 of the Private and Special Laws A. D. 1889 of the State of Maine ; that acting under the authority granted it in section four, of said act, at a meeting of the stockholders of the corporation, held at Phillips, February 4th, A. D. 1890, the capital stock of the company was fixed at seventy-five thousand dollars ; that at a meeting of the stockholders duly called and held October 21st, A. D. 1891, it was voted to increase the capital stock of the corporation to one thousand shares at the par value of one hundred dollars each, being in all the sum of one hundred thousand dollars ; and the treasurer was authorized and directed to make application, in behalf of the corporation to the Railroad Commissioners of the State of Maine for their approval of the same, and that the vote is to take effect from and at the time when approved by said commissioners.

Wherefore they respectfully ask your Honorable Board to approve of said increase of the amount of stock to said sum of one hundred thousand dollars as provided in its said charter.

Phillips, Maine, October 22d, A. D. 1891.

Phillips and Rangeley Railroad Company,

By F. E. TIMBERLAKE, Treasurer.

On the foregoing petition, ordered, that the petitioners cause to be published a true copy of said petition, and this order of notice thereon, one week in the *Phillips Phonograph*,

a newspaper published at Phillips in the County of Franklin, the first publication in said paper to be at least four days before the tenth day of November, A. D. 1891, on which day the Board of Railroad Commissioners will be in session at their office at the State House in Augusta at two o'clock in the afternoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this 26th day of October, A. D. 1891.

STATE OF MAINE,

RAILROAD COMMISSIONERS' OFFICE.

On the foregoing application, it appearing that notice had been published as ordered, and it further appearing that all of the provisions of section four of chapter 545 of the Private and Special Laws of 1889 have been complied with by the stockholders of said corporation, we the undersigned, Board of Railroad Commissioners hereby approve the action of said stockholders, and permit the capital stock of said corporation to be increased to one thousand shares of the par value of one hundred dollars each amounting in all to the sum of one hundred thousand dollars.

In witness whereof, we have hereunto set our hands this 10th day of November, A. D. 1891.

By the Board.

E. C. FARRINGTON, *Clerk.*

Petition, Order of Notice and Decision of the Board, relating to the extension of the Enfield Branch of the European and North American Railway. Decision, November 24, 1891.

To the Railroad Commissioners of the State of Maine :

The European and North American Railway, a corporation established under the laws of the State of Maine, respectfully

represents that it is desirous of constructing and maintaining a branch railroad track extending from the main line of its present Enfield branch near the mills of the Piscataquis Falls Pulp and Paper Company at Montague so called, in the town of Enfield, to a manufacturing establishment owned and operated by the Howland Falls Paper Company, and that it has made a location of said branch railroad track desired, which location is described as follows :

The center line thereof begins at a stake marked "O" in the center line of the main track of said Enfield branch as at present constructed in said Enfield near said Montague, and runs thence on a curve to the left or southerly of 573.69 feet radius a distance of 870 feet ; thence tangent to said curve on a course south 36 degrees, 24 minutes west 1,582 feet ; thence on a curve to the right or northerly of 716.78 feet radius 375 feet ; thence on a tangent to said curve on a course south 66 degrees, 24 minutes, west 200 feet ; thence on a curve to the left or southerly of a radius of 718.78 feet 579 feet. This location is to cover a width of two rods, being one rod on either side of above described line, together with such additional land adjoining as may prove necessary for excavations and embankments.

Said European and North American Railway hereby desires your approval of said location that it may be constructed and maintained under your direction, as provided in section 18 of chapter 51 of the Revised Statutes as amended by chapter 129 of the Public Laws of 1891.

And said European and North American Railway further represents that if said branch track shall be constructed and maintained upon the location aforesaid, it will cross certain town ways in said Enfield, called North Mill and Gilbert streets, and therefore said European and North American Railway respectfully asks that your Honorable Board shall determine the conditions and manner of such crossings and that you will authorize such crossings at grade after due notice and hearing, in accordance with the provisions of sections 27 and 28 of chapter 18 of the Revised Statutes, as

amended by chapter 312 of the Public Laws of 1885, and by chapter 282 of the Public Laws, of 1889. .

WM. A. ALLEN, Civil Engineer.

BANGOR, November 16th, 1891.

European and North American Railway,

By CHARLES P. STETSON, President.

The above petition is concurred in by the corporation operating the said European and North American Railway.

THE MAINE CENTRAL RAILROAD COMPANY.

By PAYSON TUCKER, *Vice President and General Manager*.

On the foregoing petition, ordered, that the petitioner cause to be published a true copy of said petition, and this order of notice thereon, four days successively in the *Daily Commercial*, a newspaper published at Bangor, in the County of Penobscot, the first publication to be at least five days before the twenty-fourth day of November, A. D. 1891, on which day the Board of Railroad Commissioners will view the location of said proposed way and be in session at the depot of the Maine Central Railroad Company in Enfield at eleven o' clock in the forenoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this 16th day of November, A. D. 1891.

REPORT AND DECISION OF THE BOARD.

The European and North American Railway Company, joined by the Maine Central Railroad Company, now the lessee and operating said railroad, by the foregoing application, represents that they are desirous of constructing and maintaining a branch railroad track from the main line of its present Enfield Branch, near the mills of the Piscataquis Falls Pulp & Paper Company at Montague, so called, in the town of Enfield, to a manufacturing establishment owned and operated by the Howland Falls Paper Company, and

that it has made a location of said branch railroad track etc., and asks the Board to approve such location and that the road, so located, may be constructed and maintained as provided by section 18 of chapter 51 of the Revised Statutes.

On the reception of this application, the Board appointed the twenty-fourth day of November, A. D. 1891, as the time when they would view the location of said proposed way, and the depot of the Maine Central Railroad Company, in Enfield, at eleven o'clock in the forenoon as the time and place for a hearing thereon. And as appears, ordered the petitioners, in writing, to give notice of such hearing, by publishing a true copy of said petition and order of notice thereon, four days successively in the *Daily Commercial*, a newspaper published in Bangor in the County of Penobscot, the first publication in said paper to be at least five days before the day appointed for such hearing. On said day, the Board met and viewed the location of said proposed branch railroad, and at the time and place appointed, gave a hearing to the petitioners and all others who appeared and desired to be heard relative to such location, and the several crossings mentioned in said application. From the view aforesaid and the evidence submitted at said hearing, it appeared that the branch railway, aforesaid had been properly located, and that a manufacturing establishment had been erected at the point named in said application or near the same.

We therefore approve the location of said branch track described in said application and adjudge and determine that the same may be constructed as prayed for by said railway company.

At said hearing, it did not appear that the streets or ways mentioned in said application, had been legally located or accepted by the town of Enfield, therefore the Board determines that they have no jurisdiction in respect to said ways.

In witness whereof, we have hereunto set our hands this twenty-fourth day of November, A. D. 1891.

By the Board.

E. C. FARRINGTON, *Clerk*.

Petition, Order of Notice and Decision of the Board relating to the crossing of certain highways by the Portland and Rumford Falls Railway. Decision November 30, 1891.

To the Honorable Railroad Commissioners of the State of Maine :

The undersigned, Portland and Rumford Falls Railway, respectfully request that your honorable board will appoint a time for examination, to determine, after notice and hearing, the manner and conditions said railway may cross the following named highways, and how the expense of building and maintaining so much thereof as are within the limit of said railway, shall be borne :

First. Crossing of road north of pulp mill on road to toll bridge in village of Gilbertville, in the town of Canton.

Second. Crossing of county road near the house of Mrs. Ward on Herdsdale Farm, in the town of Canton.

Third. Crossing of town road near Charles Walker's house in town of Canton.

Fourth. Crossing of county road near house of Thomas Reynolds in town of Canton.

Fifth. Crossing of county road near house of Harmon French in town of Canton.

Sixth. Crossing of county road near house of Dana Goding in town of Peru.

Seventh. Crossing of ferry road near Green's ferry in town of Peru.

Eighth. Crossing of ferry road near Brown's ferry in town of Peru.

Ninth. Crossing of ferry road near Hammond's ferry in town of Peru.

Tenth. Crossing of county road near the house of Albert Frost in town of Peru.

Eleventh. Crossing town road near house of Albert Frost in town of Peru.

Twelfth. Crossing of county road at foot of hill near house of Frauk Burgess in town of Peru.

Thirteenth. Crossing of county road near house of J. N. Austin in town of Peru.

Fourteenth. Crossing of road near Rumford line on land of Rumford Falls Power Company in town of Peru.

Portland and Rumford Falls Railway,

By L. L. LINCOLN, Superintendent.

PORTLAND, September 3, 1891.

On the foregoing petition, ordered, that the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the Lewiston Evening Journal, a newspaper published at Lewiston, in the County of Androscoggin, the first publication in said paper to be at least three days before the tenth day of September, A. D. 1891, on which day the Board of Railroad Commissioners will inspect the locality of said proposed crossings and be in session at the National Hotel in Dixfield at five o'clock in the afternoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this fourth day of September, A. D. 1891.

REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Paris, in the County of Oxford, on the second Tuesday of February, A. D. 1892 :

As appears from the foregoing petition and order of notice, the Portland & Rumford Falls Railway Company, on the third day of September, A. D. 1891, made application in writing, to the Board to determine the manner and conditions the railway may cross certain highways and townways on the extended line of railway now being constructed as provided by section 28 of chapter 51 of the Revised Statutes.

Upon the reception of said application, the board appointed the tenth day of September, A. D. 1891, at five o'clock in the

afternoon, at the National Hotel in Dixfield, as the time and place for a hearing thereon and ordered the petitioners to give notice thereof, by publishing a true copy of said application and order of notice thereon, three days successively in the *Lewiston Evening Journal*, a newspaper published in Lewiston in the County of Androscoggin, the first publication in said paper, to be at least three days before the day appointed for such hearing. On the day appointed, the Board met and viewed the locations of the several proposed crossings, and at the time and place appointed, gave a hearing to all parties who appeared and desired to be heard relative to same.

From the view aforesaid and the evidence elicited at said hearing, it appeared that the railway, as located, extends from the present terminus in the village of Gilbertville, so called, in the town of Canton, northerly along and near the westerly bank of the Androscoggin river, through the town of Peru to Rumford Falls, on the Androscoggin river. The line of railway, as located, is along a narrow strip of intervale land bordering on the river, westerly of which is a range of hills and mountains. So far as appears, no route other than the one chosen could have been deemed suitable or practicable, though a highway now extends along said intervale, which has to be crossed at several points by the railway. Several of these crossings must from necessity be at grade, as neither the highway nor the railway locations can be changed so as to avoid the same.

None of these crossings, however, can be deemed dangerous, as a good view of each can be had from all points on lines of travel. But few of the ways crossed by this line of railway, are much traveled, some of which are merely ways leading from the main highway to ferries.

We therefore determine that all of the crossings mentioned in said application, except one, may be at grade and that the manner and conditions of constructing and maintaining the same, shall be as follows :

1. The crossing of the road north of the pulp mill, leading to the toll bridge, in the village of Gilbertville in the town of

Canton, shall be at grade, after said way, at point of crossing, shall have been lowered one foot below the present grade. Authority to lower the grade of said way, at point of crossing, is hereby granted.

2. The crossing of the county road, near the house of Mrs. Ward, at the Herdsdale farm, so called, in Canton, shall be, when completed, exactly at grade with the highway as now constructed.

3. The crossing of the town road, leading westerly from the highway near the house of Charles Walker in Canton, shall be at grade, after said road or way shall have been raised, at point of crossing, three feet above the present grade, and permission is hereby given to said railway company to raise said road or way, as above provided. The approaches on each side of the railroad track, shall be made and maintained, within the railroad location, by the railroad corporation, and shall be as wide as said way is now constructed, and shall not be steeper than one foot elevation to every twenty feet out from said railroad track.

4. The crossing of the county road near the house of Thomas Reynolds in the town of Canton, shall be at grade, after the grade of said road or way shall have been lowered at point of crossing, one foot and six inches, and said railroad company is hereby granted permission to lower said way as above provided. The railroad company is hereby required to remove all trees and underbrush, on its railroad location, within three hundred feet of said crossing and to procure the removal of all trees and other obstacles that may prevent a sight of said crossing an equal distance therefrom, outside of said location.

5. The crossing of the county road near the house of Harmon French in Canton, shall be at grade, after said way shall have been raised at point of crossing, one foot, and permission is hereby granted to said railroad company to raise the grades as provided. The approaches on either side of the railroad track shall be made and maintained as provided in No. 3.

6. The crossing of the county road near house of Dana Goding, in the town of Peru, shall, when the location of said road or way has been changed at point of crossing, as herein-after provided, be by a bridge to be erected over said road or way, to be located and constructed substantially as shown on plan or print submitted to and this day approved by the Board. Said railroad company is hereby authorized and empowered to change the location of said road or highway, as per said plan shown, and is directed to construct and maintain substantial stone abutments and retaining walls of second-class bridge masonry, on each side of said way, and at such a distance from each other as will give a way for travel of at least twenty feet. Said abutments shall be of sufficient height above said way, to give a space of at least, twelve feet between the grade of the highway aforesaid, and the lower part of the bridge stringers or superstructure to be erected thereon. All of which changes of location, and structures shall be made and maintained by the railroad company aforesaid.

7. The crossing of the road to Green's ferry, in the town of Peru, when the location of said way is changed as contemplated, shall be at grade, and the manner and conditions of constructing and maintaining same, shall be as provided in No. 3.

8. The crossing of the road leading to Brown's ferry, in the town of Peru, shall be at grade, after said way or road shall have been raised, at point of crossing, five feet, and permission is hereby granted to said railroad company to raise the grade of said road as above provided. The manner and conditions of constructing and maintaining same shall be as provided in No. 3.

9. The crossing of the road leading to Hammond's ferry, in the town of Peru, shall be at grade, after said road shall have been raised, at point of crossing, one foot and six inches, and permission is hereby given to said railroad company to raise same as above provided. The manner and conditions of constructing and maintaining same, shall be as provided in No. 3.

10. The crossing of the county road near the house of Albert Frost in Peru, shall be at grade, after said road shall have been raised at point of crossing, nine inches, and permission is hereby granted to said railroad company to raise the grade of same as above provided. The manner and conditions of constructing and maintaining same to be as provided in No. 3.

11. The crossing of the town road near the house of Albert Frost, shall be at grade, after said road shall have been raised, four inches above the present grade of said way, and permission is hereby granted to said railroad company to raise the grade as above provided. The manner and conditions for constructing and maintaining same, shall be as provided in No. 3.

12. The crossing of the county road at the foot of the hill near the house of Frank Burgess in the town of Peru, shall be when completed, exactly at grade with the highway as now constructed.

13. The crossing of the county road near the house of J. H. Austin, shall be at grade, after said way shall have been raised, at point of crossing, two feet, and permission is hereby given to the railroad corporation to raise the grade of said way, as above provided. The slope or approach to the north of the track, shall not be steeper than one foot elevation to every ten feet out from said track. Said railroad company shall make and maintain the approaches on each side of its track, as wide as they are now constructed. Said railroad corporation shall construct and maintain all of the above named crossings and bridge structures, in such manner that each and all of them, shall be safe and convenient for travelers on said ways, with horses, teams and carriages, and shall also make suitable provisions for the passage of surface drainage.

In witness whereof we have hereunto set our hands this thirtieth day of November, A. D. 1891.

By the Board.

E. C. FARRINGTON, *Clerk.*

Petition, Order of Notice and Decision of the Board, relating to the highway crossing over Canadian Pacific Railway at Greenville. Decision November 30, 1891.

To the Honorable Railroad Commissioners of the State of Maine :

This application of the undersigned municipal officers of the town of Greenville, in said State, respectfully represents that a town way in said Greenville, has been legally laid out across the railroad track of the Canadian Pacific Railroad Company, running through said Greenville, which said town way begins at the southerly line of the road leading from Greenville Village to West Cove, at a point nearly opposite Samuel Cole's house, thence southerly and across said railroad track and ending at the south line of lots numbered 114 and 115 according to plan of W. P. Oakes made in 1883, said road crossing said railroad being three rods wide and being on the easterly side of said line of survey. Said road, to wit: Town way across said railroad, was duly and legally laid out by the selectmen of said Greenville on the sixth day of June, A. D. 1891, upon all necessary legal proceedings thereon, being had and was duly accepted in a town meeting of the legal voters of said Greenville, legally called after the return of said laying out had been filed with the clerk of said town, by a warrant containing an article for the purpose on the eighteenth day of June, A. D. 1891, by all which said proceedings, said way across said railroad was legally established as a town way in said Greenville, but has not yet been constructed. Public convenience and necessity require that said way should be completed and opened for travel forthwith, or as soon as may be legally done. By section 27 of chapter 18 of the Revised Statutes of Maine, as amended by chapter 310 of the Public Laws for the year of our Lord 1885, and as further amended by chapter 282, Public Laws of 1889, it is provided that in such case the expense of building and maintaining so much of such way as is within the limits of such railroad, shall be borne by the railroad company whose track is so crossed.

Now therefore, said municipal officers hereby make application to said railroad commissioners that they upon proper notice to the parties interested, and hearing thereon shall as soon as may be legally done, determine whether the way shall be permitted to cross such track at grade therewith or not, the manner and condition of said crossing and perform all other duties in relation thereto as by the statutes in such case made and provided, and especially as provided by section twenty-seven of chapter eighteen of the Revised Statutes as amended by chapter 310 of the Public Laws of said State for the year 1885, and said chapter 282, Public Laws of 1889, and any other acts amendatory thereof.

Dated at Greenville this nineteenth day of September, A. D. 1891.

LINDLEY H. FOLSOM,	} Municipal Officers
WILLIAM L. ROGERS,	
CHARLES D. SHAW,	
	} of said town of
	} Greenville.

On the foregoing petition, ordered, that the petitioner cause to be published a true copy of said petition, and this order of notice thereon, four days successively in the Bangor Daily Whig and Courier, a newspaper published at Bangor, in the County of Penobscot, the first publication in said paper to be at least seven days before the 20th day of October, A. D. 1891, on which day the Board of Railroad Commissioners will view the location of said proposed crossing, and be in session at the Moosehead Inn, in Greenville, at five o'clock in the afternoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this sixth day of October, A. D. 1891.

REPORT AND DECISION OF THE BOARD.

To the Supreme and Judicial Court next to be held at Dover, within and for the County of Piscataquis, on the last Tuesday of February, A. D. 1892 :

On receipt of the foregoing application, the Board of Railroad Commissioners appointed the twentieth day of October,

A. D. 1891, and the Moosehead Inn in Greenville as the time and place for a hearing thereon and as appears by the foregoing order, required the petitioners to give notice thereof by publishing a true copy of said application and said order of notice, four days successively in the *Bangor Daily Whig and Courier*, a newspaper published at Bangor in the County of Penobscot, the first publication in said paper to be at least seven days before the day appointed for said hearing.

On said day, the Board met at the time and place appointed, and, it then and there appearing that notice had been published as ordered, after viewing the location of said proposed crossing, gave a hearing to the petitioners and all others who appeared and desired to be heard relative to same. After a partial hearing, at the request of the petitioners, the Board adjourned said hearing, to their office in Augusta, to the third day of November, A. D. 1891, at ten o'clock in the forenoon. At the adjourned hearing, which was held at the time and place appointed, the petitioners were represented by Henry Hudson, Esq., and the Canadian Pacific Railroad by C. F. Woodard, Esq.

The Canadian Pacific Railway Company, by its counsel, at that time filed the following answer :

“To the Honorable Board of Railroad Commissioners of the State of Maine, at its session to be holden at Augusta, November 3, 1891 ;

The answer of the Canadian Pacific Railway Company to the petition of the municipal officers of the town of Greenville, in the matter of the proposed crossing of said company's railway, by an alleged town way in said Greenville, said petition bearing date nineteenth of September, A. D. 1891.

The said company in the outset submits that the town way described in said petition has not been legally laid out, as in said petition alleged, for the reason, among others, that it has not been accepted in a town meeting legally called by a warrant containing an article for the purpose.

Said company farther denies that public convenience and necessity require that any way near the place described in

said petition should cross said railway at grade, for the reason that a grade crossing in that vicinity would be dangerous, the railway there being near the foot of a long down grade, also near the mouth of a cut, and where the view of a town way would be obscured by trees and bushes.

Such way also at present would lead only to a single house, and access to that house can now be had over a route but little longer and which passes under the railway instead of crossing it at grade.

Said company farther denies that it is by law provided that the expense of building and maintaining so much of such way as is within the limits of the railway shall be borne by the railway company whose track is so crossed, the law being that such cost shall be borne by the town, by the company, or be apportioned between them, as the Railroad Commissioners shall determine, and it is respectfully requested that if the town, has laid or shall lay out a way to give access to a single house only, the town and not the railway company should bear the expense of building and maintaining such way, as well within the limits of the railway location as without.

And said company further makes known to your Honorable Board that the way as described in said petition runs through or across the land or right of way of said railway company used for station purposes, and therefore that the petition to your Honorable Board should not be under the provisions of section 27 of chapter 18 of the Revised Statutes and acts amendatory thereof, but should be under the provisions of section 29 of said chapter 18, and said company further submits that the jurisdiction of your Honorable Board under said section 27 and acts amendatory thereto is entirely different and distinct from its jurisdiction under section 29, and the petition under the one cannot be sustained where the facts show that the petition should have been under the other.

Wherefore said company respectfully prays that said petition shall be dismissed, and that said way shall not be allowed to be constructed.

From the evidence submitted at said hearing, it appeared that the way was regularly laid out by the selectmen of the town that they made a written return of their proceedings, containing the bounds and admeasurements and the damages allowed to each person for land taken, as required by law; that said return was filed with the town clerk on the 6th day of June, 1891; that on the 10th day of June, 1891, a warrant for a town meeting was drawn, signed and posted up as required by law, in which was an article as follows: "To see if the town will vote to accept the road as laid out by the selectmen;" that at said meeting, as appears by the record, the town voted "to accept the road as laid out by the selectmen."

Counsel for the Canadian Pacific Railway Company, in an able argument, contended and, as appears by the answer filed (above quoted) contends:

1st. That the Board of Railroad Commissioners has no jurisdiction of the matter because the road or way "has not been legally laid out, for the reason, among others, that it has not been accepted in a town meeting legally called by a warrant containing an article for that purpose."

2d. "That the way as described in said petition, runs through or across the land or right of way of said railway company used for station purposes," and also claims that in any event said way ought not to be permitted to cross the railway at grade, on account of a descending grade of the railway toward the station and a deep cut at that point where the view is obstructed, etc.

The first question to be decided is whether or not this Board has jurisdiction. It is clear that if the way mentioned in the petitioners application, was not legally established, this Board has no jurisdiction of the subject matter. Railways, town ways and highways must have a legal existence on the face of the earth.

In Re Railroad Commissioners 83 Me. 273. Has the town way mentioned a legal location? As stated above it appears that the way was laid out by the selectmen of the town; that

they made a return of their proceedings and filed the same as required by law.

So far no objection is raised to the proceedings. The point relied upon, by counsel for the railway, to invalidate the proceedings, is that the article in the warrant, above quoted, gave no notice to the inhabitants of the town, of what particular way they were called upon to act, and that the record itself does not show that this particular way was accepted by vote of the town. While we may doubt whether these proceedings of the town were strictly in accordance with the provisions of the statute relating to the laying out of ways, it is not our province or duty to determine that fact. The records of the town show that all of the requirements of the statute have been to a certain extent, complied with. We, therefore, for the purpose of discharging our duties, determine that the way aforesaid has been legally located and accepted by the town. The remaining question affecting the jurisdiction of the Board, is whether or not the town way as located, crosses the land or right of way of the said railway corporation, used for station purposes.

Section 29 of chapter 18, Revised Statutes, is as follows : "No way shall be laid out through or across any land or right of way of any railroad corporation, used for station purposes, unless, after notice and hearing, the Railroad Commissioners adjudge that public convenience and necessity require it." It did not appear from the evidence adduced at the hearing, that the way aforesaid was located through or across the land or right of way of the said railroad corporation used for station purposes. It is true, however, that said way is located inside of the signal or semaphore, which is operated from the railroad station ; but a signal or semaphore set at a certain point does not necessarily prove or even indicate that all of the railway between it and a station building, is used for station purposes.

The town way as located, crosses no lands of the railroad corporation, other than its main line location, neither does it cross any side track or tracks on said location. So far as

appears, there is nothing to indicate, other than the location of the semaphore itself, that the railway, at that point, is used for station purposes.

We think that to hold that all the right of way of a railroad corporation, inside of where a semaphore may be set, is used for station purposes, would be too broad an interpretation of the statute above quoted.

We therefore find that the town way, as located, does not cross the land or right of way of said railway company, used for station purposes.

The town way, as located, cannot reasonably be constructed so as to cross over or under the railway. Ought a crossing at grade at that place, be permitted? We can see no very good reason why it may not. It is not a way that will be much traveled. There is now but one house, on the southern side of the railway, to which access is desired. It is not probable that many more houses will be erected in that vicinity for years to come if ever.

We do not think that a crossing at grade at that point, will be particularly dangerous to those who will have occasion to pass on said street or way.

We therefore determine, permit and order that said way be constructed so as to cross said railway track at grade therewith, and that the manner and conditions of crossing shall be as follows :

Said way shall be constructed and maintained within the limits of the railway location, by said railway company, and the slopes and approaches of said way, toward the track of said railway shall be at least two rods wide, and on the northerly side of said track, not steeper than one foot elevation to every fifteen feet out from said track. Said way, within the location of said railway, shall be constructed in such manner that the same shall be safe and convenient for travelers on said street or way, with horses, teams and carriages, and said railway company shall make and maintain suitable provisions for the passage of surface drainage.

In witness whereof we have hereunto set our hands this
thirtieth day of November, A. D. 1891.

By the Board.

E. C. FARRINGTON, *Clerk.*

Rules of the Board of Commissioners.

1. Regular sessions of the Board will be held at their office on the first Tuesday of each month, at ten o'clock in the forenoon, and when practicable, all hearings on applications to the Board will be held at such regular sessions.

2. All applications to the Board must be in writing and signed by the person making such application, or if a corporation, by its agent or attorney.

3. Applications for approval of articles of association, in organizing railroad corporations under the laws of the State, shall be by petition to the Board, setting forth briefly the formation of such association, its name and gauge and route of the proposed railroad, and such applications shall be signed by one or more of the directors named in the articles of association. Upon reception of such application, a hearing on same shall be appointed, and reasonable notice thereof ordered and published in such newspapers as the Board may designate.

4. When railroads are hereafter constructed across highways or other public ways, application shall be made to the Board, and the manner and conditions of such crossings determined, before corporations shall enter upon the construction of such railroads.

5. Applications or petitions may be presented to the Chairman, or addressed to, or delivered to the Clerk of the Board, at Augusta, Maine.

6. The Clerk of the Board shall keep a Journal of its proceedings and a full and correct record of all petitions and

applications filed, and of all orders and decisions of the Board. Said record shall be open for inspection to all persons interested, and certified copies thereof, on application therefor, shall be furnished by said Clerk for a reasonable compensation.

7. In all hearings the Board will be governed, so far as applicable, by the rules of the Supreme Judicial Court of Maine, and the petitioner or applicant will in all cases be entitled to open and close.

D. N. MORTLAND,	}	<i>Railroad Commissioners of Maine.</i>
A. W. WILDES,		
ROSCOE L. BOWERS,		

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